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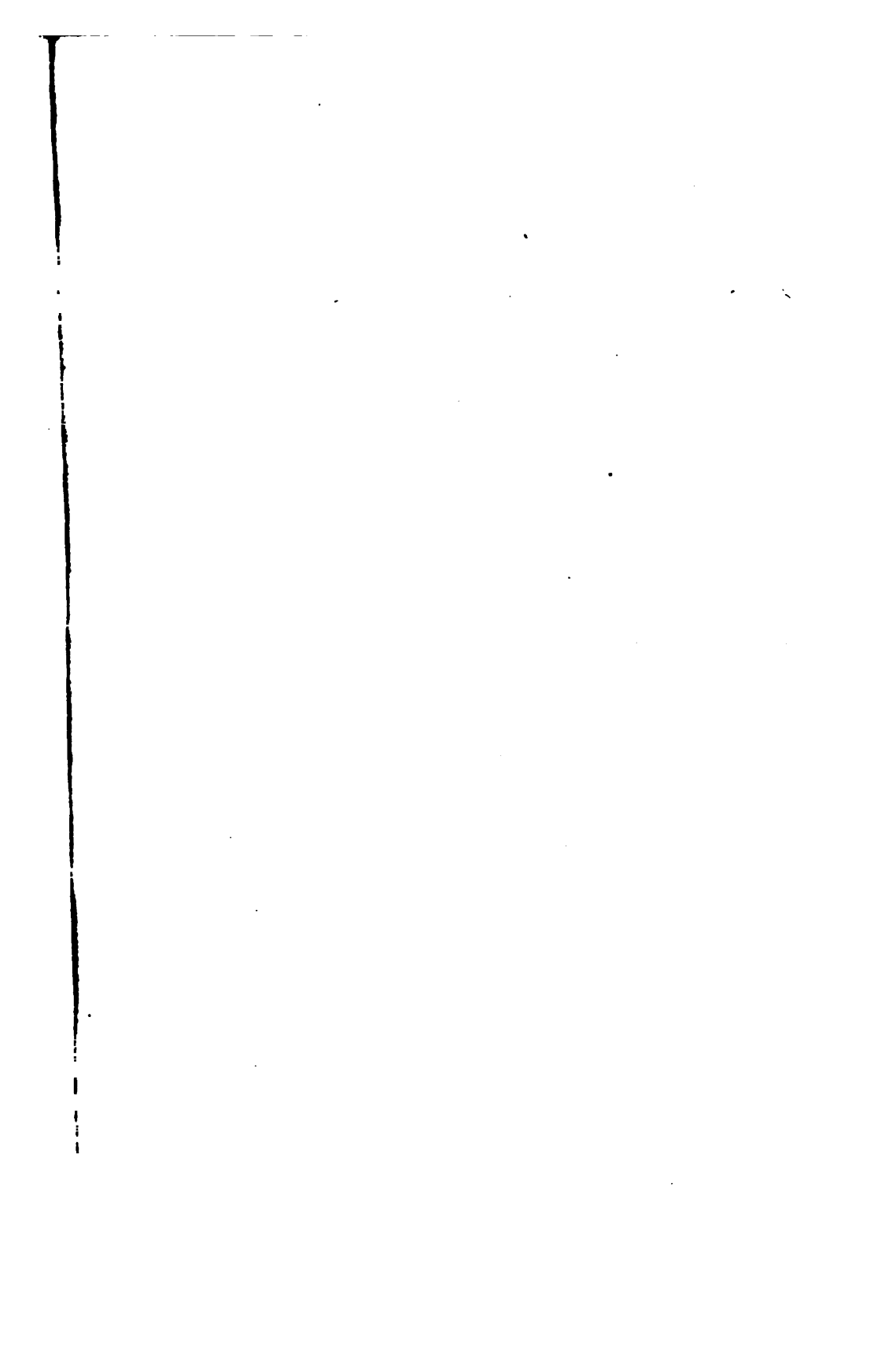
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FIRST ANNUAL REPORT
OF THE
BOARD OF TRANSPORTATION
FOR THE
YEAR ENDING JUNE 30, 1887.
STATE OF NEBRASKA.

FIRST ANNUAL REPORT

OF THE

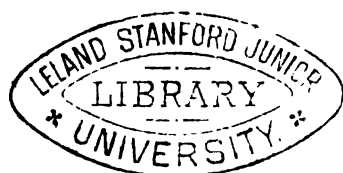
BOARD OF TRANSPORTATION

FOR THE

YEAR ENDING JUNE 30, 1887.

STATE OF NEBRASKA.

LINCOLN, NEB.:
JOURNAL COMPANY, STATE PRINTERS.
1888.



H2283

COMMISSIONERS' REPORT.

OFFICE OF THE BOARD OF TRANSPORTATION,
LINCOLN, NEBRASKA, December 5, 1887.

To Hon. John M. Thayer, Governor of the State of Nebraska:

The undersigned, members of the Board of Railroad Commissioners, a tribunal created by the Legislature of Nebraska at its session in 1885, which Board has since been abolished by the repeal of the act creating it, and the substitution of the Board of Transportation, have the honor to submit the following report of their doings for the year ending June 30, A.D. 1887, as such Board of Railroad Commissioners:

The Board of Railroad Commissioners entertained and acted upon the following complaints during the year ending June 30, 1887:

No. 40.

Lars Nelson,
Complainant,
vs.
The U. P. R'y Co.,
Respondent.

The complaint alleged a failure to fence the right-of-way through the complainant's land. The company answered that the complainant had not enclosed his tract of land, and that under the law of the State, the company could not be required to fence its right-of-way at that point until complainant's tract was enclosed. The Board took the same view of the matter, and the complaint was dismissed.

No. 41.

J. B. Lemington,
Complainant,
vs.
The F., E. & M. V. R. R.,
Respondent.

Mr. Lemington complained that the company had killed a Holstein

bull belonging to him, and refused to settle. The Board notified Mr. Lemington that it had no jurisdiction over the matter, and the complaint was dismissed.

No. 42.

Ed. Grissel,	}
<i>Complainant,</i>	
vs.	
B. & M. R. R.,	
<i>Respondent.</i>	

The complaint alleged a failure on the part of the respondent to fence its right-of-way through the lands of the complainant. The company was notified of the complaint, and August 6, 1886, notified the Board that the fence had been erected.

No. 43.

60 Citizens of Waterloo	}
vs.	
The U. P. R'y Co.	

This complaint was consolidated with No. 57, which see.

No. 44.

G. F. Ringsley	}
vs.	
The B. & M. R. R.	

The complaint alleged that the company had killed a number of shoats belonging to the complainant, and asked the Board to collect damages for same. After some correspondence with the company, the Board was advised that the matter had been settled by the parties interested.

No. 45.

Freeman Knowles	}
vs.	
U. P. R'y Co.	

Mr. Knowles, as village attorney of Mead, Nebraska, complained that the stock yards of the company at that point were a nuisance.

In answer to the complaint, the company alleged that the stock yards of which citizens of Mead complained, were the private yards of one Carlson, situated on the right-of-way of the company, and that it would cause its removal. Mr. Knowles expressed his satisfaction with this arrangement, and the complaint was dismissed.

No. 46.

J. Askwig & Co.

vs.

C., St. P., M. & O. R'y Co. }

The complaint alleged that the agent of the respondent at Lyons station had quoted rate of \$40.00 per car on sheep to Chicago. That thereupon the complainant purchased three car loads of sheep and shipped them to Chicago, and that the respondent charged him \$56.75 per car, and complainant asked that the company be required to refund the excess above \$40.00 per car. After an investigation, the Board recommended the refunding of this excess, which was done by the company, and the complaint was satisfied.

No. 47.

Elisha Hoffman

vs.

B. & M. R. R. }

This case was consolidated with that of Geo. W. Carpenter against the same respondent.

No. 48.

J. Waltemeyer & Son

vs.

B. & M. R. R. }

The complaint alleges that complainant is engaged in canning vegetables at Falls City, and that the B. & M. R. R. refuse to permit him to cross its right-of-way in order to reach a side-track belonging to Mo. Pac. R'y, where he desires to load goods, whereby he is compelled to go around a mile and a half, while across the right-of-way, the distance would only be 150 feet, and asks that the Board compel the company to open a road across there at the foot of Monroe street.

The Board decided it had no jurisdiction in the premises, and dismissed the complaint.

No. 49.

157 Citizens of Newport
 vs.
 The F., E. & M. V. R. R. }

The complainants allege that there was no depot at the village of Newport, and recites the number of firms and character of business transacted, the population of the village, etc., and asks that the Board compel the company to erect a depot, construct side-tracks, and other facilities, and cause it to establish and maintain a regular station at that point.

After considerable correspondence with the parties, the Board made a personal investigation of the matter, and recommended that steps be taken by the company to satisfy the demands of the complainants. The company indicated its intention to do so, and as no further word has been received from the complainants, the Board presumes that the depot has been erected to the satisfaction of complainants.

No. 50.

Board of Trustees of the
 Village of Cambridge
 vs.
 The B. & M. R. R. }

The complainants ask that the Board cause the respondent to open two crossings over its right-of-way in the corporate limits of the village. The company offered to put in a crossing at Penn street, of which offer the Village Board was notified, and requested to state if that arrangement would be satisfactory, but no response has been received by the Board.

No. 50.

E. D. Lewis
 vs.
 C., St. P., M. & O. Ry. Co. }

The complaint alleged that an engine of a passing train of the re-

spondent's road had set fire to hay belonging to the respondent, and asked damages in the sum of \$721.00. The complainant was notified that the Board had no jurisdiction over claims for damage, and the case was dismissed.

No. 51.

103 citizens of Sutton }
vs.
The B. & M. R. R. }

These parties complained of the insufficiency of the depot accommodations furnished by the respondent at Sutton. A copy of the complaint was served on the respondent. The company acknowledged the truth of the complaint, and stated "that it hoped to be able the next year to give them a better depot." A copy of the answer was forwarded to the complainants, with a request that the Board be informed as to the wishes of the complainants in the matter. No response being received to this communication, the Board addressed another one to the complainants, and requested that it be informed as to whether the complainants desired to press the matter. No response having been received to either of the above letters, the Board dismissed the case.

No. 52.

R. Hayford }
vs.
The U. P. Ry. Co. }

This complaint involved the same matters as No. 53, and the two were consolidated.

No. 53.

Joseph Johnson }
vs.
U. P. Ry. Co. }

The complaint alleged that the respondent was careless and negligent in the transportation of a horse power from Lincoln to Norfolk, and that the depot and shipping facilities at Norfolk were insufficient,

and the company had overcharged the complainant for the shipment of the horse power. The company denied the allegations of the complaint. At the hearing, the company agreed to refund to the complainant the sum of \$24.72. After investigation, the Board decided that the company had used due diligence in transporting the horse power from Lincoln to Norfolk, and that the facilities furnished shippers and others at Norfolk are adequate. It was therefore ordered that the complaint be dismissed upon payment of the overcharge of \$24.72 to the complainant.

No. 54.

F. G. Wilke
vs.

The B. & M. R. R. }

Mr. Wilke complained that the company had neglected to place highway crossings on its new branch from Blue Hill to Holdrege in good repair, and invoked the aid of the Board to accomplish such result. After some correspondence the company notified the Board that the crossings had been placed in good repair. A copy of the communication was mailed to Mr. Wilke, and he was requested to state whether matters had been arranged to his satisfaction, since which no word has been received from him, and the Board believes that all is satisfactory to him.

No. 55.

Charles Philpot

vs.

Mo. Pac. Ry. Co. }

Mr. Philpot complained that the respondent had discriminated against him by charging him \$19 per car on stock from Weeping Water to Omaha, and only charging others \$15. The company replied that this apparent discrimination was an error on the part of its agent at Weeping Water, and refunded the difference between the two rates named. The complainant expressed his satisfaction with the action of the company, and the complaint was dismissed.

No. 56.

A. A. Thompson

vs.

Mo. Pac. Ry. Co. }

The complaint averred that the respondent failed to furnish complainant with cars in which to load potatoes for shipment, and that the agent refused to give any explanation for such failure. The attention of the company was called to the matter, and it agreed to remedy the cause of complaint. After waiting some time, the Board addressed Mr. Thompson, and requested that he inform it whether cars were being furnished him. He replied saying that he had no further fault to find, and the complaint was dismissed.

No. 57.

A. H. Lee et al.

vs.

U. P. Ry. Co. }

The complaint in this cause alleged that the U. P. Ry. Co. had caused a trestle work to be filled east of the Elkhorn river, and about one mile east of the village, and had caused its grade to be raised about sixteen feet, whereby the water in the Elkhorn river, in times of a freshet, were caused to overflow the town site of the village of Waterloo. The answer of the company admitted the filling of the trestle and raising the grade, but denied that the overflow of the town site was caused by it. The Board took testimony of witnesses, and made a personal examination of the country, and recommended the opening of the grade so as to permit a free passage of the water. Afterwards, the respondent filed a request for a modification of the order so that the company might be left free to adopt such measures as should remedy the difficulty complained of. The order was therefore modified as asked. As yet, the company has not complied with the recommendation of the Board.

No. 58.

David Foresman

vs.

B. & M. R. R. }

The complaint alleged that the respondent refused to maintain an

agent at Ruby station, although a depot building had been erected there, recited the population of the place, number of business firms and character of business enterprises represented, etc., and asked that the Board compel the company to place an agent at that point. After investigation, a recommendation was made that the request of the complainant be granted. The company notified the Board that it would open the station, and put an agent in charge.

No. 59.

John P. Martin
vs.
B. & M. R. R.

}

The complaint averred that the respondent refused to erect and maintain a station and necessary shipping facilities at Algernon, and set forth statistics as to population, business, etc. The company made answer to the complaint and denied the necessity for a station at that point, alleging that the people in that locality were well served in that regard, the company having a station at Mason, three and one-half miles east, and at Ansley, two and one-half miles west of Algernon. The Board investigated the matter, and decided that the claims of the respondent were fully justified by the facts, and dismissed the complaint.

No. 59.

J. A. Lawrence and
L. C. Lawrence
vs.
B. & M. R. R.

}

Messrs. Lawrence complained that the grade of the respondent's road through their land was so constructed as to cause water to overflow their premises. The company was informed of the matter, and later on, the Board was advised that the matter had been settled by the parties in interest.

No. 60.

P. A. Bartlett
vs.
Mo. Pac. Ry. Co. }

The complaint alleged that the rate on live stock from Weeping Water to Omaha, over the defendant's road, was \$19 per car, a distance of 40 miles, while the rate from Weeping Water to Kansas City is \$32 per car, for a much greater distance. That the rate to Omaha is excessive and unreasonable. The Board set a day for a hearing of the matter, and after investigation recommended that the rate on live stock from Weeping Water to Omaha be reduced to \$15 per car. The company complied with the recommendation, and the complaint was dismissed.

No. 61.

F. Megendoht
vs.
C., St. P., M. & O. Ry. Co. }

The complaint in this case alleged that the company had taken out a public crossing near the complainant's land, and asked that the Board require the company to replace it. The company agreed to do so, and Mr. Megendoht notified the Board that it had been done to his satisfaction.

No. 62.

B. F. Garner et al.
vs.
B. & M. R. R. }

The complainants charged that the approach to the switch at Hickman, at the point where cars are set to be unloaded, was in an unsafe condition, and could not be approached with teams, to the inconvenience of shippers. The company notified the Board that instructions had been given to proper authorities to repair the dump as soon as frost was out of the ground.

No. 63.

J. Warren Keifer, Jr. }

vs.

B. & M. R. R. }

Mr. Keifer charged that he had purchased a ticket from Sutton to Bostwick, and had entered train on respondent's road, but that the conductor refused to stop at Bostwick to allow the complainant to depart from the train, and had carried him to the station beyond. The company replied that the train upon which Mr. Keifer had taken passage was not scheduled to stop at Bostwick, and that Mr. Keifer was aware of that fact at the time he took passage upon that train, and at the time he purchased the ticket, and claimed that the conductor had only complied with the rules of the company in carrying him by that station. The company claimed that this was a through train, and that it was impracticable to stop at all stations, because of the rapid speed at which it was run, in order to make connections.

Upon investigation, the Board decided that the complainant was aware of the fact that this train did not stop at Bostwick, and that he was not in a position to complain.

No. 65.

W. J. Hanna }

vs.

C., K. & N. Ry. }

Mr. Hanna complained of the failure of the company to fence its track through his premises. The company was notified of the matter, and agreed to fence that portion of its track as soon as it could get fencing gang to that point. This satisfied the complainant, and the cause was dismissed.

No. 66.

L. H. Lawton }

vs.

B. & M. R. R. }

Mr. Lawton complained of discrimination and overcharge on shipments of live stock. After investigation the Board recommended that the company refund to Mr. Lawton the sum of \$33.74. The com-

pany informed the Board that it would do so, but the complainant refused to abide by the decision of the Board, and the matter stands unsettled at this date.

No. 67.

James Cummins

vs.

Mo. Pacific Ry. Co. }

This was a complaint of overcharge and discrimination on shipments of live stock from Talmage to Kansas City and Omaha. The company failed to make answer, and the Board fixed the hearing of the complaint at Talmage, March 3d, 1887. The parties appeared, and upon consultation, announced to the Board that an agreement had been reached, and a hearing would not be necessary.

No. 68.

County Commr's Clay Co. }

vs.

B. & M. R. R. }

The complaint alleged that the respondent had failed to repair and maintain certain highway crossings over its track in the county, and asked that the Board require the company to open such crossings and keep them in good repair. The company made answer, offering to open certain crossings. A copy of the answer was forwarded to complainants, and they were requested to state if that arrangement would be satisfactory to them. No reply has been received.

No. 69.

William G. Price

vs.

B. & M. R. R. }

This was a petition from the citizens of Sandwich, Nebraska, requesting that the Board require the respondent to erect and maintain a depot, with suitable and necessary facilities, at that point. March 10th, 1887, the Board received a request in writing from the petitioners that the complaint be withdrawn.

No. 70.

E. L. King
vs.
U. P. Ry. Co.

}

Mr. King complained of the insufficient depot accommodations at Osceola, a station on the Stromsburg branch of the respondent's road. The company was informed of the complaint, and notified the Board that a depot would be constructed there as soon as practicable. A copy of the company's answer was duly forwarded to Mr. King, April 21st, 1887, since which time no further word has been received from him, and the Board presumes that his complaint has been satisfied.

No. 71.

J. M. Young
vs.
B. & M. R. R. Co.

}

The complainant alleged that on account of the failure of train men to water a carload of hogs while in transit over the road of the respondent some of the hogs died, and asks that the Board award him damage for their loss. The Board notified Mr. Young that it had no jurisdiction over damage cases, and the cause was dismissed.

No. 72.

G. R. Hammond
vs.
U. P. Ry. Co.

}

The complaint alleged that the crossing over the track of the respondent on Locust street, in the city of North Platte, was unsafe, and that the company refused to open a crossing at Cottonwood street, and asked the Board for relief.

After investigation the Board recommended the company to keep a flagman at the Locust street crossing, and to open a crossing at Cottonwood street. May 6th, 1887, the company informed the Board that it had complied with the recommendations.

No. 73.

G. M. McConaughy

vs.

U. P. Ry. Co. }

Mr. McConaughy complained of the insufficient train service on the Stromsburg branch of the U. P. railway. The company claimed that its train service on the branch had been arranged with reference to the trains upon the main line, and that it was giving the communities situated on that branch the best service possible in view of the circumstances. After investigation the Board decided that the company was giving as good service upon that branch as could be given in the light of all the circumstances, and dismissed the complaint.

No. 74.

Jandt & Tompkins

vs.

U. P. Ry. Co. }

Pending and undetermined.

No. 75.

C. C. Wells

vs.

B. & M. R. R. }

Pending and undetermined.

REPORT OF BOARD OF TRANSPORTATION.

OFFICE OF BOARD OF TRANSPORTATION,
LINCOLN, NEBRASKA, December 5, 1887.

To Hon. John M. Thayer, Governor of the State of Nebraska:

In accordance with the requirements of the law creating the Board of Transportation, we have the honor to submit the First Annual Report of said Board.

Inasmuch as the law creating said Board did not take effect until July 1, 1887, which law requires the Board to submit a report of its doings for each year ending with the 30th day of June, together with certain financial tables showing the condition of the several railroad companies operating within the state, the Board can only submit such financial statements.

Herewith, you will find tabulated statements of the traffic earnings, operating expenses, mileage statistics, etc., compiled by the Board from the sworn reports of the various companies:

CAPITAL STOCK.

The total number of miles operated, as per the reports of the companies, within Nebraska, during the past year, were 3,983.16.

Capital stock June 30, 1887 (Proportion for Neb.)...	\$86,388,959.05
“ “ 1886 “ “ ...	66,292,882.63

Increase.....	\$20,046,126.42
Average amount of stock per mile of road for Nebraska...	\$21,675.98

The proportion of the debt of the various roads for the State of Nebraska, as compiled from the reports of the several companies for two years given below, is as follows:

Year ending June 30, 1887.....	\$94,422,567.62
“ “ 1886.....	83,122,813.24
Increase.....	\$11,299,754.38

The capitalization of the roads in this state, and representing the mileage of such road within Nebraska, has been increased \$31,345,-880.80, while the mileage in the state has been increased 931.50 miles during the same period.

COST.

The proportionate cost of the mileage in Nebraska, as given by the several companies, or as computed by the Board upon a mileage basis, for the two years, is as follows: This also includes cost of equipment:

For year ending June 30, 1887.....	\$166,199,094.31
“ “ 1886.....	45,973,013.81

The figures for the year ending June 30, 1886, only include a portion of the roads operated in the state at that time.

GROSS EARNINGS.

The gross earnings for the roads in Nebraska, as reported by the several companies, are as follows:

For the year ending June 30, 1887.....	\$17,232,895.44
“ “ “ 1886.....	15,720,747.49
Increase.....	<u>\$1,512,147.49</u>

The earnings from passenger trains per mile are as follows:

Sioux City & Pacific, \$1.9476; Fremont, Elkhorn & Missouri Valley, \$1.525; Chicago, St. Paul, Minneapolis & Omaha, \$0.996; Chicago, Kansas & Nebraska, \$0.4538; St. Joseph & Grand Island, \$0.7848; Union Pacific, \$2.39; Omaha & Republican Valley, \$0.88; Missouri Pacific, \$0.958, and B. & M. R. R., \$1.407.

The earnings from freight trains per train mile are as given below:

S. C. & P., \$2.3727; F., E. & M. V. R. R., \$1.6419; C., St. P., M. & O., \$1.776; C., K. & N., \$0.8084; St. Jo. & G. I., \$1.4452; U. P. R'y, \$2.39; O. & R. V. R. R., \$1.89; Mo. Pac., \$1.95, and B. & M. R. R., \$3.107.

OPERATING EXPENSES.

The total operating expenses for Nebraska, as reported to the Board, are as follows:

For year ending June 30, 1887.....	\$9,756,232.42
“ “ 1886.....	8,207,304.18
Increase.....	<u>\$1,548,928.24</u>

The difference between operating expenses and earnings for the year is \$7,466,662.95.

PER CENT OF NET EARNINGS TO CAPITAL STOCK AND DEBT.

The per cent of net earnings of the various systems in this state, to their capital stock and debt, is as follows:

S. C. & P., 3.82 per cent; F., E. & M. V., 3.54 per cent; C., St. P., M. & O., 3.11 per cent; C., K. & N., .06 per cent; St. Jo. & G. I., 3.34 per cent; U. P. R'y, 5.63 per cent; O. & R. V., 2.58 per cent; Mo. Pac., 5.28 per cent; and B. & M. R. R., 8.87 per cent.

PER CENT OF NET EARNINGS TO COST OF ROAD AND EQUIPMENT.

The per cent of net earnings of these roads, to their cost of road and equipment, as reported by the several companies, is as given below:

S. C. & P., 5.09 per cent; F., E. & M. V., 3.66 per cent; C., St. P., M. & O., 3.27 per cent; C., K. & N., .06 per cent; St. Jo. & G. I., 3.34 per cent; U. P. R'y, 6.67 per cent; O. & R. V., 2.43 per cent; Mo. Pac., 4.26 per cent; and B. & M. R. R., 9.06 per cent.

TAXES PAID IN NEBRASKA BY THE RAILROADS FOR THE YEAR.

The total amount of taxes paid in this state by the various lines of railway, is \$689,412.32, an increase as compared with the previous year of \$42,211.22.

This amount is equal to over nine per cent of the net earnings for this state of these systems.

TRACK IN NEBRASKA.

The total mileage in Nebraska, June 30, 1887, was 3,983.16 miles, an increase in one year of 931.50 miles.

As the same time, the number of miles of track laid with steel rails was 2,789.98, an increase for the year of 1,156.98 miles. Seventy per cent of the total trackage in the state is laid with steel rails, which fact speaks volumes concerning the condition of the roads in Nebraska, and as to the manner in which they are maintained.

EMPLOYEES IN NEBRASKA.

The number of employees of railroads June 30, 1886, was 12,190, and June 30, 1887, 12,616, an increase of the number of employees in this state of 426.

For the year ending June 30, 1886, the employees in Nebraska of these railroads received as compensation, the sum of \$6,745,454.25, an average to each employe of \$553.36. For the year ending June 30, 1887, they received as compensation the aggregate sum of \$8,012,886.77, an average to each employe of \$635.13.

STATIONS.

The companies report five hundred and thirteen stations in this state, an increase over the previous year of one hundred and three. The average distance between stations is seven and seven-tenths miles.

ACCIDENTS TO PERSONS.

The following table gives statistics as to accidents for the two years ending June 30, 1886 and 1887:

KILLED.

	Passengers.	Employees.	Others.	Total.
1887.....	1	18	32	51
1886.....	2	12	30	44

INJURED.

	Passengers.	Employees.	Others.	Total.
1887.....	18	264	40	322
1886.....	29	306	59	394

It is gratifying to note a large decrease in the number of accidents, but we note the fact that while there is a large decrease in the number

of casualties resulting from falling from trains, etc., the accidents caused by "coupling cars" have largely increased, and we believe that the time has come when the railroad companies should be required to adopt some coupling device which would do away with the necessity of train men going between the cars to couple or uncouple them.

TABLE I.
CAPITAL STOCK.

RAILROADS	MILES	PAID IN	PER MILE	COMMON	PREFERRED	Amount held in Nebraska	Number of stock- holders
Sionx City & Pacific Railroad.....	107.42	2068400 00	19255 26	1899400 00	169000 00	.....	74
Fremont, Elkhorn & Mo. Valley R. R.....	690.84	21750000 00	28009 22	21750000 00	.....	.....	10
Chicago, St. Paul, Minneapolis & Omaha.....	1393.21	34050126 66	26283 18	21403293 35	12646833 31	.....	1534
Chicago, Kansas & Nebraska Railway.....	445.74	12587800 00	28240 23	12587800 00	.....	.....	172
St. Joseph & Grand Island R. R.....	251.70	4600000 00	18275 72	4600000 00	.....	.....	155
Union Pacific Railway.....	1789.05	60868500 00	33369 79	60868500 00	.....	5400 00	5970
Omaha & Republican Valley R. R.....	469.60	2481900 00	5283 00	2481900 00	.....	1000 00	14
Missouri Pacific Railway.....	982.00	43963025 00	44768 86	43963025 00	.....	.....	.....
Burlington & Mo. River R. R. in Nebraska.....	5349.36	76390505 00	14380 31	76390505 00	.....	.....	10568
	11478.92	258760256 66	22542 21	245944423 35	12815833 31	6400 00	18183

TABLE II.
DEBT.

RAILROADS	MILES	FUNDED	UNFUNDED	TOTAL	PER MILE	Debt repre- senting road in Nebraska	STOCK AND DEBT	PER MILE	Interest paid during year on account road in Neb.
S. C. & P. R. R....	107.42	3256320 00	2067727 17	5324047 17	49562 91	1335699 52	7392447 17	68818 16	67042 29
F., E. & M. V. R. R....	690.84	13567000 00	123611 17	13690611 17	17630 50	12179853 62	35440611 17	45639 72	538894 37
C., St. P., M. & O.	1393.21	22620092 14	.....	22620092 14	17460 38	3891744 10	56670218 80	43743 56	229525 05
C., K. & N. Ry....	445.74	7000000 00	.....	7000000 00	15703 99	1941355 95	12587800 00	28240 23	150286 88
St. Jo. & G. I.....	251.70	8680000 00	.....	8680000 00	34485 49	3921000 21	13280000 00	52761 22	208698 45
Union Pacific.....	1789.05	115273639 50	219373 91	115493013 41	63196 19	29447522 44	191735031 67	105114 43	1344269 95
O. & R. V. R. R....	469.60	3362000 00	1011921 68	4373921 68	9314 14	3742888 47	6855821 68	14599 28	.....
Missouri Pacific....	982.00	36147000 00	7028695 53	43175695 53	45125 87	5222503 31	87138720 53	90887 09	264946 98
B. & M. R. R.....	5349.36	80988707 86	.....	80988707 86	15139 88	32740000 00	157379212 86	29420 19	1486303 74
	11478.92	290894759 50	10451329 46	301346088 96	26252 13	94422567 62	568479863 88	49523 81	4289967 71

TABLE III.
COST OF ROAD.

RAILROADS	MILES	ROAD AND EQUIPMENT	PER MILE	PROPORTION FOR NEBRASKA
Sioux City & Pacific Railroad.....	107.42	5542745 52	51598 82	1390588 26
Fremont, Elkhorn & Missouri Valley R. R.....	760.09	34294876 91	44164 26	30510441 47
Chicago, St. Paul, Minneapolis & Omaha R.....	1355.02	53883016 00	41592 74	9270605 82
Chicago, Kansas & Nebraska Railway.....	445.74	10616905 36	23818 61	2944421 75
St. Joseph & Grand Island Railroad.....	251.70	13277414 57	52750 95	5997788 01
Union Pacific Railway.....	1824.06	162014527 49	88820 83	41387843 25
Omaha & Republican Valley Railroad.....	469.80	6230269 22	13267 19	5331417 48
Missouri Pacific Railway.....	982.00	44808895 09	45630 24	5295144 43
Burlington & Missouri River R. R. in Nebr.....	4224.73	154312664 56	36526 01	64070848 84
	10420.36	484961314 72	46541 31	166198094 31

TABLE IV.
EARNINGS.

RAILROADS	PASSENGER	EXPRESS	MAILS	TOTAL	PER TRAIN MILE	FREIGHT	PER TRAIN MILE	Miscella- neous earn- ings	Total earnings	Proportion of earnings for Neb.	Earnings per mile of road operated
S. C. & P.	223471 14	11884 29	15156 86	250512 29	1 9476	290413 47	2 3727	19621 79	560547 65	140632 65	5035 61
F., E. & M. V.	637655 79	45480 52	84428 07	767564 38	1 525	1822229 98	1 6419	42779 87	2632574 23	2130358 04	3407 22
C. St. P. M. & O.	1549533 16	129062 50	104360 96	1782956 62	996	4652990 37	1 776	20163 29	6456110 28	681869 27	4749 70
C., K. & N.	30230 03	985 66	.....	31215 69	4538	72850 41	3084	42858 78	146924 88	38862 04	.....
St. Jo. & G. I.	226136 14	21900 00	19851 72	267887 86	7848	849113 38	1 4452	40243 46	1157244 70	504549 46	3882 82
Union Pacific....	4450629 81	523764 14	609071 71	5583465 66	2 39	13094696 14	2 39	359841 41	19037993 21	4538345 96	10239 89
O. & R. V.	257868 94	9636 65	26377 74	293883 33	88	954999 91	1 89	10348 81	1259232 05	1086596 02	2756 06
Mo. Pacific....	1871651 84	199633 15	218567 36	2290852 35	958	7006812 94	1 95	895949 53	10193604 32	168867 08	8287 48
B. & M.	2291780 94	332934 35	219062 81	2843778 10	1 407	7050239 74	3 107	107647 07	9982133 16	7944814 92	4653 02
	11538857 79	275281 26	1297877 23	14112116 28	.....	35784326 34	.....	1539453 91	51426364 48	17232895 44	6080 16

TABLE V.
OPERATING EXPENSES.

RAILROADS	MILES	Maintenance of way	Motive power and cars	Conducting and Transportation	General expenses	TOTAL	Per mile of road	Per train mile	Proportion for Nebraska	Taxes paid in Nebraska	Interest paid on account of road in Nebraska
S. C. & P.....	107.42	62440 16	34407 72	142481 38	41757 18	281086 44	2616 70	1 1197	70520 22	3186 78	.....
F., E. & M. V.	760.09	454748 70	109323 72	669719 65	142440 96	1376233 03	1810 62	8726	1113689 05	71598 11	12859 35
C. St. P. M. & O.	1355.02	986538 31	577184 90	2016453 17	546151 49	4106327 87	3030 46	928	515779 96	38025 88	112755 67
C., K. & N.....	331.30	38170 10	63891 51	24548 44	13497 14	140407 19	2089 58	4603	38940 05	502 00	13813 61
St. J. & G. I....	251.70	208952 73	208365 16	210763 37	84751 90	712833 16	2832 07	9223	321986 74	26952 49	3362 72
Union Pacific....	1824.06	2012118 56	2061192 66	5313253 73	1120268 63	10506833 58	5760 14	1 35	2574710 19	134400 00	1599079 18
O. & R. V.....	453.14	349553 10	124137 87	555677 82	104249 46	1133618 25	2501 70	1 35	1003943 47	76763 99	8960 00
Mo. Pacific.....	1230.00	1502726 82	2316248 26	2082495 21	418448 77	6419919 16	5219 44	1 07	305261 97	21939 52	96055 37
B. & M.....	2145.30	1116134 78	492702 12	2066522 10	93546 96	4607905 96	2147 07	.....	3811400 77	316043 55	14116 24
	8158.03	6811383 26	5987453 92	13082204 87	3404112 49	29285164 64	3462 40		9756232 42	689412 32	1861002 14

TABLE VI.
SUBDIVISION OF OPERATING EXPENSES.

RAILROADS	Repairs of freight cars	Fuel for locomotives	Water supply	Oil and waste	Locomotive service	Passenger train service	Passenger train supplies	Mileage of freight cars—debit balance
Sioux City & Pacific	8722 12	32133 51	3690 54	354 54	17445 26	5615 89	1109 86	2552 66
Fremont, Elkhorn & Mo. Val.....	35598 36	212909 93	3714 32	16227 15	137304 14	27284 92	5283 78	20347 26
Chi., St. Paul, Minne. & Omaha	224133 12	566496 69	29649 04	44126 55	440535 71	98507 36	21548 54	34655 80
Chicago, Kansas & Nebraska	8104 40	22537 53	191 05	1651 94	16980 32	1329 99	608 71	.....
St. Jo. & Grand Island.....	20848 39	75368 86	9928 88	6843 95	60059 68	.....	.....	.....
Union Pacific	609405 08	1138152 95	106575 83	107805 56	1047774 33	.....	.....	.....
Omaha & Republican Valley	127249 28	143950 05	13865 72	8198 54	96317 41	.....	.....	.....
Missouri Pacific	372771 55	526407 11	98650 78	73755 80	600482 43	91492 60	53411 81	9458 41
Burlington & Missouri River.	1526354 90	527059 05	59608 36	6543 64	354589 24	131410 91	14597 39	.....
	2833187 20	3245015 68	325975 52	315507 67	3072840 52	355631 67	96560 09	99344 42

TABLE VI.
SUBDIVISION OF OPERATING EXPENSES—CONTINUED.

RAILROADS	Legal Expenses	Insurance	Stationery and Printing	Outside Agencies, Advertising	Miscella- neous and Contingent	Total Taxes Paid
Sioux City & Pacific Railroad.....	3473 86	.....	4187 51	.....	11889 71	18341 09
Fremont, Elkhorn & Missouri Valley.....	5886 28	.....	12086 48	11177 06	11663 72	74023 93
Chicago, St. Paul, Minneapolis & Omaha.....	26507 66	14300 71	40088 36	58911 91	24023 22	235461 22
Chicago, Kansas & Nebraska Railway.....	.....	.....	236 49	45 43	.....	1792 86
St. Joseph & Grand Island Railroad.....	3321 49	.....	5887 69	594 36	3751 70	59665 29
Union Pacific Railway Company.....	49406 61	39123 78	89782 67	640106 53	171814 36	607374 45
Omaha & Republican Valley Railroad.....	3294 81	1545 48	8853 62	1518 39	31368 83	84845 24
Missouri Pacific Railway Company.....	37858 88	27000 00	33824 57	23827 71	322106 81	233839 37
Burlington & Missouri River.....	52661 53	14162 17	34612 09	48449 87	16069 74	387191 73
	182681 12	96132 14	2229579 48	784631 26	602688 74	1702735 18

TABLE VI.
SUBDIVISION OF OPERATING EXPENSES.—CONTINUED.

RAILROADS	Freight Train Service	Freight Train Supplies	Mileage of Freight Cars, Debit Balance	Telegraph Expenses	Loss and Damage to persons, property, cattle and baggage	Agents and Station Service	Station Supplies	General Superintendence
Sionx City & Pacific.....	8043 92	157 17	12543 51	3702 57	14594 58	35372 43	2684 71	13546 72
Fremont, Elkhorn & Mo. Val...	67185 84	1521 87	5958 77	24636 26	21796 63	114752 53	10795 80	27583 49
C., St. P., M. & O.....	200283 92	5832 38	.....	92920 34	50566 62	423159 59	21912 24	146847 76
Chicago, Kansas & Nebraska	6431 74	1931 06	.....	1050 94	2982 15	8063 51	1859 29	11423 38
St. Joseph & Grand Island.....	*50614 16	*5651 93	*8664 32	2012 43	8421 64	100245 07	.....	37437 00
Union Pacific Railway.....	*1024124 84	*163297 97	*16534 77	39470 46	189287 49	1029844 78	52700 49	358122 56
Omaha & Republican Valley ...	*77404 03	*15752 84	*65385 79	1562 01	16472 86	68140 35	8478 63	53555 06
Missouri Pacific Railway.....	558714 12	36692 70	27051 28	170053 57	150644 78	545719 55	28911 82	202829 16
B. & M. R. R.....	150850 33	14723 69	81748 48	97698 85	71379 89	400137 69	73808 29	379399 83
	2144052 90	245561 61	217886 92	235308 58	526506 64	2725435 50	201851 27	1232753 94

*Includes passenger trains.

TABLE VI.
SUBDIVISION OF OPERATING EXPENSES.—CONTINUED.

RAILROADS	Repairs of road-bed and track	Renewal of rails	Renewal of ties	Repairs of bridges, cul- verts, etc.	Repairs of road cross- ings, etc.	Repairs of buildings	Repairs of locomotives	Repairs of passenger cars
Sioux City & Pacific...	31720 56	15475 74	6039 55	2284 57	1490 37	5429 37	12192 83	6092 02
F., E. & M. V.....	247383 23	148274 27	23089 71	12339 32	4335 80	19316 37	60100 54	13624 82
C., St. P., M. & O.....	599845 23	60472 55	119981 65	87059 90	31751 94	67434 04	150168 35	102883 43
C., K., & N.....	31218 66	.....	.....	4156 40	269 91	2525 13	12767 13	1850 19
St. J. & G. I.....	104233 46	.....	62707 88	35222 71	5804 29	8666 33	26435 23	7512 54
Union Pacific.....	1198323 87	34134 29	398181 38	131271 22	41954 92	160985 98	762513 60	385625 56
O. & R. V.....	176943 75	29311 22	77676 44	39390 39	5203 49	13291 86	50531 33	18467 57
Missouri Pacific.....	847144 98	174249 35	265137 84	160987 72	70255 50	149421 66	339568 76	85210 08
B. & M. R.....	512836 59	159472 58	248193 19	104814 79	22556 97	68260 66	175943 96	99235 91
	3749650 33	621390 00	1201017 64	577527 02	183623 19	495351 40	1590221 73	720502 12

TABLE VII.
OPERATING EXPENSES COMPARED WITH EARNINGS.

RAILROADS	Miles	OPERATING EXPENSES			EARNINGS			Earnings above expenses	Percentage of op. ex. to gr. earn'gs
		Total	Per mile of road	Per train mile	Total	Per mile of road	Per train mile		
Sioux City & Pacific.....	107.42	281086 44	2616 70	1 1197	560547 65	5035 61	2 1549	279461 21	50.14
Fremont, Elkhorn & Missouri V.....	760.09	1376233 03	1810 62	8726	2632574 23	3407 22	1 6419	1256241 20	52.27
Chicago, St. Paul, Minn. & O.....	1355.02	4106327 87	3030 46	928	6456110 28	4749 70	1 454	2349781 41	63.60
Chicago, Kansas & Nebraska.....	331.31	140407 19	2049 58	4603	146924 88	.....	.....	13813 61	95.50
St. Joseph & Grand Island.....	251.70	712833 16	2832 07	9223	1157244 70	4437 82	1 97	44441 54	61.60
Union Pacific.....	1824.06	10306833 58	5760 14	1 35	19037993 21	10239 88	2 39	8531159 63	55.19
Omaha & Republican Valley.....	453.14	1133618 25	2501 70	1 35	1259232 05	2756 06	1 48	125613 80	90.02
Missouri Pacific.....	1230.00	6418919 16	5219 44	1 07	10193604 32	8247 48	1 55	3773665 66	60.70
Burlington & Missouri River.....	2145.30	4607905 96	2147 01	1 0583	9982133 16	4653 02	2 2925	5374228 20	46.20
	8548.03	29285164 64	3462 41	1 1503	51426364 48	6080 18	2 02	22141199 84	56.94

TABLE VIII.
OPERATING EXPENSES, INTEREST, AND RENTAL COMPARED WITH THE INCOME.

RAILROADS	Miles	Total Income	Total Operating Expenses	INTEREST AND RENTAL		Total Operating Expenses, Interest, and Rental	Excess of Income over Operating Expenses, Int., and Rental	Excess of Op'ating Expenses, Int., and Rent over Income	FOR NEBRASKA	
				Paid	Unpaid				Excess In- come over Operating Exp., Int., and Rental	Excess Op. Exp., Int., and Rent over Income
S. C. & P.....	107.42	563536 33	281086 44	221011 43	.....	502097 87	60438 46	.....	3819 02	.....
F., E. & M. V.....	760.09	2634584 23	1376233 03	676877 97	.....	2053111 00	583473 23	.....	479401 22	.....
C., St. P., M. & O.....	1355.02	7229852 20	4118748 45	1418701 65	35517 13	5564458 12	1600394 55	.....	.....	63435 74
C., K. & N.....	331.30	146924 88	140407 19	68002 96	193170 37	401580 52	.....	251655 64	.....	71025 33
St. Jo. & G. I.....	251.70	1161871 64	716195 88	462000 00	42000 00	1220195 88	.....	58324 24	.....	26346 56
U. P.....	1824.06	21310138 63	12105912 76	524727 48	.....	17353640 24	8773498 39	.....	1003821 04	.....
O. & R. V.....	453.14	1284967 55	1133963 02	535340 00	.....	1868333 02	84365 47	.....	.....	74816 43
M. P.....	1230.00	13121718 15	6419919 16	2103110 37	.....	8523029 53	4596688 62	.....	30765 63	.....
B. & M.....	5349.36	29083522 90	15116562 26	4580945 60	.....	19697507 86	9386015 04	.....	2898970 77	.....
	11662.09	76537116 43	41409046 49	15013717 46	270687 50	56691014 01	20058503 29	397345 35	4416777 68	235604 06

TABLE IX.
INTEREST AND DIVIDENDS COMPARED WITH EARNINGS.

RAILROADS	Miles	Net Earnings	Interest on Funded Debt	Interest on Unfunded Debt	Dividends	Surplus at the beginning of the Year	Surplus at the close of the Year	Deficit at the beginning of the Year	Deficit at the close of the Year	Percent. net earnings to Stock & Debt	Percent. net earnings to cost of road & equipments
S. C. & P.	107.42	279641 21	195379 20	25632 23	11830 00	.....	.....	1494699 18	1445090 72	3.82	5.09
F., E. & M. V.	760 09	1256341 20	664018 62	14479 35	.....	486897 79	1068371 02	.....	.....	3.54	3.66
C. St. P., M. & O.	1355.02	2349781 41	1337955 98	112755 67	675408 00	3100687 74	4089181 42	.....	.....	3.11	3.27
C., K. & N.	331.30	6517 69	247359 72	296269 96	.....	.....	.....	.....	.....	.06	.06
St. Jo. & G. I.	251.70	244411 54	504000 00	3462 72	.....	.....	.....	2903 23	61227 47	3.34	3.34
U. P.	1824.06	10506833 68	5188331 45	1658475 21	.....	13848554 20	17805052 59	.....	.....	5.63	6.67
O. & R. V.	453.14	125613 80	226380 00	9334 77	.....	4202882 69	5813721 05	563086 99	647452 46	2.58	2.43
M. P.	1230.00	3773685 66	2007055 00	96055 37	2798353 39	.....	.....	.....	.....	5.28	4.26
B. & M.	5349.36	13996960 64	4416237 24	164708 36	6110852 00	11161384 05	13693388 52	.....	.....	8.87	9.06
	11662.09	32739606 73	14786717 21	2381074 63	9596443 39	32800406 47	42469714 60	2080689 40	2153770 75	5.75	6.75

TABLE X.
TRACK IN NEBRASKA—MILES.

RAILROADS	Road owned	Road leased	Total	Double track	Siding	Length of track computed as a single track	Steel rails	Iron rails	Gauge of track
Sioux City & Pacific.....	26.95		26.95	.....	4.89	26.95	24.00	2.95	Four ft. 8½ in.
Fremont, Elkhorn & Mo. Valley	690.84	.....	690.84	.69	48.64	690.84	482.37	208.47	"
Chi., St. Paul, Minne. & Omaha.....	222.89	.....	222.89	.....	25.05	222.89	121.20	101.69	"
Chicago, Kansas & Nebraska.....	123.62	.....	123.62	.....	10.51	123.62	123.62	.....	"
St. Joseph & Grand Island.....	113.70	.....	113.70	.....	7.0	113.70	88.60	25.10	"
Union Pacific.....	465.97	.....	465.97	5.57	121.90	471.54	471.54	.....	"
Omaha & Republican Valley	401.85	.....	401.85	.....	38.13	401.85	103.34	298.51	"
Missouri Pacific.....	150.00	.....	150.00	.....	13.00	150.00	150.00	150.00	"
Burlington & Missouri River	801.45	977.10	1778.55	3.22	238.65	1781.77	1225.31	556.46	"
	2997.27	977.10	3974.37	8.79	507.86	3983.16	2789.98	1193.18	

TABLE XI.
ROAD BED AND TRACK.

RAILROADS	Track sections		Ties		Rails						Fencing				Telegraph			
	Number in Neb.	Average length	No. of men in each	No. of new ties laid during the year in Nebraska	Average years ties last in track	Tons of new iron laid during the year in Nebraska	Tons of new steel laid during the year in Nebraska	Miles of new rails laid during the year in Nebraska	Average years iron rails last in track	Average years steel rails last in track	Miles of road fenced in Nebraska	Total cost of fencing	Average cost per rod	Miles built during the year	Miles needed to fence track in Nebraska	Miles owned by the railroad company	Miles owned by the Western Union Telegraph Co.	Miles owned jointly by the W. U. T. Co. and the railroad company
S. C. & P.....	5	5.39	5	4623	7	66.99	70.28	.83	14	14	26.95	7812 69 0 45	0 45	124	671	253.90	.....	26.95
F. E. & M. V.....	100	6.90	5	47000	7	758.60	4850.00	60.00	14	14	64.30	23741 25 0 58	0 58	28	627	241.70	.....	691.00
C. St. P., M. & O.....	41	6.00	6	51760	4	.....	2403.97	24.69	5	.....	173.00	38752 00 0 70	0 70	44	66	.....	.....	222.89
C. K. & N.....	21	5.50	6	370860	8	.....	12646.50	134.13	.....	.....	87.00	30582 24 0 55	0 55	87	30	.....	123.62	.....
St. Jo. & G. I.....	19	6.00	5	.....	8	.....	.....	46.10	9	.....	.....	.....	.....	.....	.....	.....	113.70	.....
U. P.....	81	5.80	4	221817	8	.....	2715.00	27.36	.....	12	247.00	.....	0 60	124	671	253.90	.....	209.60
O. & R. V.....	61	5.50	3	131336	8	.....	.....	49.00	8	12	142.30	.....	0 60	28	627	241.70	.....	159.70
M. P.....	16	5.00	.....	57956	.....	.....	.....	.....	.....	.....	170.00	.....	.....	44	129	.....	150.00	.....
B. & M.....	272	6.50	4	246426	8	.....	4182.64	95.06	6	8	1019.69	.....	.....	300	2067	1403.02	136.50	180.56
	616	.....	.....	1131488	.....	825.59	26868.39	449.17	.....	.....	1930.24	100898 18	.....	611	4324	1898.62	523.82	1470.70

TABLE XII.
MILEAGE TRAFFIC.

RAILROADS	Passenger trains			Freight trains			Switch trains—miles run by	Construction and other trains—miles run by	Total train mileage	Number of passengers carried	Number of passenger cars carried	Average distance traveled by each	Rates per passenger per mile				Spots of train in Neb.
	Miles run by	Average No. of cars in each	Av. wt. in tons	Miles run by	Average No. of train	Av. wt. of trs. in tons							Average amt. paid by each passenger	Highest	Lowest	Average	
C. S. & P.	128024	5.00	90	122394	19.00	191	4393	255411	194140	7804030	40.00	1 13 3	5 2	8 1	5 27	13	
F., E. & M. V.	503228	6.00	120	222106	21.00	221	4604	1074015	1845393	252784	73.00	2 52 5	0 3	4 3	7 27	13	
C. St. P. M. & O.	1789796	4.77	123	2634598	19.22	219	117244	493312	6094650	1238686	48.30	1 25 4	0 2	5 9	0 24	12	
C. & K. & N.	68787	3.00	...	236234	12.28	...	25661	330681	43593	1156732	26.53	7 2 3	0 2	7 0	24	18	
St. Jo. & G. I.	341515	4.00	124	431381	15.00	...	49630	832526	29861	8147845	35.64	9 9 3	0 2	7 7	1 5	30	
Union Pacific.	2332568	7.51	202	5473753	24.68	246	2909027	1997604	12612952	1967990	186764174	94.90	2 26	...	2 4	23	14
O. & R. V.	335779	4.03	112	505839	16.51	165	141169	129869	1315916	9420736	29.82	8 2	...	2 73	...	23	13
C. & N. Pacific.	2390715	4.80	218	358638	24.80	438	...	5977101	2135780	92887636	43.50	1 05	...	2 4	...	23	12
Mt. O. Pacific.	2019999	4.34	160	2269387	23.67	270	1033951	5388077	1606927	112425890	...	1 45	...	...	...	30	15
R. & M.	9911011	...	...	1 482078	...	...	5207435	3839224	34434748	7783977	497091989	...	...	...	...	...	...

TABLE XIII.
FREIGHT TRAFFIC AND CAR MILEAGE

RAILROADS	No. of tons of local freight carried	No. of tons through freight carried	Total tons of freight carried one mile	No. miles run by loaded cars east and south	No. miles run by loaded cars west and north	No. of miles run by empty cars east and south	No. of miles run by empty cars west and north	Total freight car mileage	Percentage of empty cars hauled east and south	Percentage of empty cars hauled west and north	Freight per ton mile			Percentage of freight originating in Neb. to total freight hauled
											Av. for local	Average for all	Av. cost per ton per mile to move	
S. C. & P.	66267	332588	17 44054	792236	665439	411521	334896	2204092	34.19	33.48	1.60	1.67	.....	.80
F., E. & M. V.	99639	351960	89330098	3339155	8991081	7295796	909201	20545233	68.60	9. 8	2.43	2.04	.....	11.67
C. St. P., M. & O.	1218904	1123180	394271247	16247831	23231398	9062738	2400747	50932714	36.00	9.00	1.33	1.18	.77	.....
C., K. & N.	16861	21321	3331105	360425	1460540	997832	81423	2 00220	73.40	5.20	2.30	2.14	.....	13.00
St. Jo. & G. I.	404518	42997	56695251	2454939	2912664	1191931	725725	72-5259	32.68	19.95	1.45	1.50	.....	.....
Union Pacific.	4141927	303855	1042884030	51752740	53788757	14911484	1471390	135167371	22.37	21.48	1.40	1.25	.....	.....
O. & R. V.	589265	357181	63845504	2803102	3097013	1370433	1080944	8351492	32.84	25.87	1.68	1.50	.....	.....
Mo. Pacific.	1438675	2120682	557520150	56693413	.....	23692344	.....	80385757	29.40	29.40	.....	1.25	.75	13.00
B. & M.	2527914	2548726	*803488.40	17501937	24692410	9801973	3183533	55179853	35.90	11.42	.....	.....	.....	18.20
	10503960	7202470	3118710079	151945778	118629302	64736052	23430859	362941991	.....	.....	.....	.....	.....	.....

* Estimated by the Board—not reported by the company.

TABLE XIV.
EQUIPMENT.

RAILROADS	LOCOMOTIVES				CARS								STA- TIONS		EMPLOYES		AMT. PAID EMPLOYES DURING THE YEAR	
	Locomotives	Maxim. Wt.	Minim. Wt.	Equip'd with train brake	Passenger cars	Baggage, mail, and express	Parlor, dining, and sleeping	Box freight	Stock	Coal and plat- form	Other	Total	Equip'd with train brake	Total	In Nebraska	Total	Total	In Nebraska
S. C. & P.	12	42	40	5	8	5	.....	90	20	46	17	186	14	16	266	39	185954 07	22200 24
F., E. & M. V.	74	57	50	62	22	11	.....	400	690	350	37	1510	33	72	1826	1640	1068898 14	964644 06
C. St. P., M. & O.	196	77	54	114	86	47	8	4403	410	1696	15	6861	141	226	36	5396	2714424 73	324373 75
C., K. & N.	20	55	47	2	15	15	.....	1200	300	300	4	1804	30	64	4520	1130	135614 27	33903 57
St. Jo. & G. I.	26	128	43	23	8	8	.....	460	99	92	14	681	517	36	14	633	493562 84	109668 00
U. P.	372	92	71	342	176	77	52	4817	939	1615	474	8150	295	316	81	13458	10209317 05	3445759 92
O. & R. V.	19	84	73	19	3	2	.....	256	10	108	6	385	4	73	55	.....	.....	.....
M. P.	253	72	67	61	177	31	48	6301	602	3211	134	10504	252	.....	.....	6841	344 475 60	145475 40
B. & M.	168	71	54	94	168	80	57	2747	1466	1323	103	5774	305	274	207	5465	2482549 88	2966861 83
	1340	.....	.....	722	663	276	165	20674	4538	8741	804	35857	1591	1077	513	38405	22739817 58	8012886 77

TABLE XV.
BRIDGES, CATTLE-GUARDS, AND CROSSINGS IN NEBRASKA.

RAILROADS	TRUSS BRIDGES		WOODEN TRESTLE	ARCH CULVERTS		BOX CULVERTS		Bridges built within the year—aggregate length in feet	Number of cattle-guards in Nebraska	CROSSINGS						At which there are flagmen			
	Wooden	Combination	Iron	Wooden, trestle and pile	Iron trestle	With 20 feet opening, or more	Less than 20 feet opening			Timber	Stone	Number at grade	Over or under	At grade	Over track		Under track	18 feet above track	Not 18 feet above
S. C. & P.	1			62					13	1		31							
F., E. & M. V.	4	3	1	1118			2	5	25	8		141		19					
C., St. P., M. & O.	1	1		591				3		64		125	1	93	5	2	5		1
C., K. & N.			5	111			6			300	6	300	6	170	3	3			
St. Jo. & G. I.				195				4	15	4	5	58							
U. P.			5	459			30	47	29	83	16	3	3	362	2	4	2		11
O. & R. V.	1			412				403	18	34	5	1	586		7				
M. P.	1			237	23			16	23	796	150	15	1	170	5	7	3		5
B. & M.	2		5	1797				954	187	604	465	2	4	1639	15	19	13		9
	29	5	11	4982	23		38	1432	297	36297	1228	5	10	3250	30	65	26		26

TABLE XVI.

TONNAGE CLASSIFIED.

RAILROADS	Grain	Flour	Provisions	Animals	Other agricultural products	Lumber and forest products	Coal	Plaster, lime, and cement	Salt	Petroleum and oil	Iron, steel, and castings	Stone and brick	Manufactures	Mdse. and other articles not enumerated	Crude ore	Total
S. C. & P.....	45313	3061	6119	28145	9995	105511	46710	1963	3947	5191	1947	36876	.....	102574	1503	398855
F., E. & M. V.	125576	12194	3644	79678	13396	74401	35411	2458	3504	2668	11010	10174	.....	75952	1529	451599
C. St. P., M. & O.	393236	350610	10071	78460	99070	609879	191536	28808	10773	47	41689	144038	37473	346894	.....	2342084
C., K. & N.....	8014	413	283	5982	541	14103	1131	1045	213	60	492	1112	400	4403	.....	38182
St. J. & G. I....	141207	8324	791	28828	10503	41350	37348	.....	.....	.....	.....	38355	108303	32506	.....	447515
U. P.....	570641	77368	90895	381378	115628	800437	1282492	68328	27112	44541	91907	124874	246588	651587	71946	4445782
O. & R. V.....	250236	17704	16838	63285	9874	217683	112117	7137	4	60	5982	20734	47845	81631	.....	946446
M. P.....	527948	133475	.....	364348	73148	715216	644919	.....	.....	.....	.....	.....	537494	562809	.....	3559356
B. & M.....	932789	29762	38733	216702	20264	386078	327472	26404	18805	.....	28894	168876	31410	322527	.....	2548727
	3024970	632911	167378	1246809	352419	2705758	2679126	136143	68414	58489	196923	572150	122995	2090383	7497	15178456

TABLE XVII.
NEBRASKA TONNAGE CLASSIFIED.

RAILROADS	Grain	Flour	Provisions (beef, pork, lard, etc.)	Animals	Other ag- ricultural products	Lumber and forest products	Coal	Plaster, lime, and cement	Salt	Petroleum and oil	Iron, steel, and cast- ings	Stone and brick	Manufac- tures	Mdse. and other ar- ticles not enumerated	Crude ore	Total
S. C. & P.	26061	103	883	16948	3613	88028	29089	268	1428	3059	1292	2755	.....	58590	1503	234555
F., E. & M. V.	125234	12013	3606	79280	13300	74029	35357	2458	3504	2868	11010	9630	.....	75554	1529	449262
C., St. P., M. & O.	69913	39198	1126	5772	11076	42236	21393	3231	1204	26	4661	16103	4189	38727	.....	261845
C., K. & N.	4420	76	21	3496	82	5569	365	537	29	17	20	815	48	1213	.....	16707
St. Jo. & G. I.	2098	1456	91	897	669	3338	5673	3224	.....	.....	.....	7235	.....	5201	.....	28882
U. P.	357142	31099	67279	207744	58689	338046	260293	49356	13980	32029	57920	45803	109077	529886	5362	2163717
O. & R. V.	258559	14296	8983	57537	7542	149917	84518	3279	3824	4571	15223	41307	42551	59915	.....	752032
M. P.	4170	318	.....	20082	.....	12390	594	.....	.....	.....	.....	7098	.....	38076	.....	82728
B. & M.	925229	29118	38733	214692	19891	383766	323740	26404	18906	.....	28980	168276	31369	319010	.....	2527914
	1772826	128612	120732	609448	114862	1087319	761022	88747	42785	42370	119006	291926	194332	1126171	8394	6517642

TABLE XVIII.
ACCIDENTS TO PERSONS.

RAILROADS	KILLED																	INJURED																
	Passengers	Employees	Others	Total	Deraillments	Collisions	Caught in frogs	Coupling cars	Fell from trains	Getting on and off trains	Highway crossings	Miscellaneous	Stealing rides	While intoxicated	Trespassing on track	Suicides in Neb.	Passengers	Employees	Others	Total	Deraillments	Collisions	Caught in frogs	Coupling cars	Fell from trains	Getting on and off trains	Highway crossings	Miscellaneous	Overhead obstruct'ns	Stealing rides	Trespassing on track			
S. C. & P.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	2	6	44	4	54	1	1	15	1	1	1	1	33	1	3	3			
F. E. & M. V.	1	1	5	6	1	1	1	1	1	1	2	1	1	1	1	1	5	2	7	7	1	1	2	1	1	1	2	1	1	1	1			
C. St. P. M. & O.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	5	2	7	7	1	1	2	1	1	1	2	1	1	1	1			
C. K. & N.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3	3	3	3	1	1	1	1	1	1	1	1	1	1	1			
St. Jo. & G. I.	1	1	1	2	1	1	1	1	1	1	1	5	2	1	5	2	2	11	15	28	3	3	4	3	2	2	8	1	3	7	1			
Union Pacific	1	5	9	15	1	1	1	1	1	1	1	2	1	2	2	2	3	1	4	4	1	1	1	1	1	1	1	1	1	1	1			
O. & R. V.	1	1	3	4	1	1	1	1	1	1	1	4	1	1	1	1	10	19	18	22	4	4	105	19	18	18	1	69	1	7	2			
B. & M.	8	13	21	32	1	1	1	1	1	2	7	7	9	9	9	9	10	197	18	225	4	4	105	19	18	18	1	69	1	7	2			
	118	32	51	181	4	4	4	3	3	1	21	21	2	2	2	18	264	40	322	322	1	1	128	26	22	1	114	5	18	3	3			

REPORT
OF THE
SIOUX CITY & PACIFIC RAILROAD COMPANY,
FOR THE YEAR ENDING JUNE 30, 1887.

**OFFICERS OF THE COMPANY, WITH LOCATION OF
OFFICES.**

President—M. Hughitt, Chicago, Ill.
First Vice President—M. L. Sykes, New York, N. Y.
Secretary—J. B. Redfield, Chicago, Ill.
Treasurer—M. M. Kirkman, Chicago, Ill.
Assistant Secretary and Assistant Treasurer—Henry V. Ferguson,
Cedar Rapids, Iowa.
General Manager—W. F. Fitch, Missouri Valley, Iowa.
Chief Engineer—J. E. Ainsworth, Missouri Valley, Iowa.
Superintendent of Telegraph—E. C. Harris, Missouri Valley, Iowa.
Auditor—J. B. Redfield, Chicago, Ill.
General Passenger Agent—J. R. Buchanan, Missouri Valley, Ia.
General Freight Agent—K. C. Morehouse, Missouri Valley, Ia.
General Attorney—J. B. Hawley, Fremont, Neb.

DIRECTORS.

M. Hughitt, Chicago, Ill.
Albert Keep, Chicago, Ill.
M. L. Sykes, New York, N. Y.
W. H. Stennett, Chicago, Ill.
David P. Kimball, Boston, Mass.
Horace Williams, Clinton, Iowa.
P. E. Hall, Cedar Rapids, Iowa.
M. M. Kirkman, Chicago, Ill.
J. B. Redfield, Chicago, Ill.

Date of annual meeting of stockholders, third Wednesday in May.

Fiscal year of the company ends December 31st.

General offices of the company are located at Cedar Rapids, Iowa.

CAPITAL STOCK.

Amount authorized by articles of association,	
\$6,000,000.	
Amount authorized by vote of the company,	
\$2,068,400.	
Amount of stock issued, number of shares 20,684.....	\$ 2068400 00
How was the same paid for? In what?	
D. Construction, and purchase of road, \$2,068,400.	
Amount of common stock issued.....	1899400 00
Amount of common stock paid in, \$1,899,400. "	
Amount of preferred stock paid in, \$169,000.	
Amount actually paid in.....	2068400 00
Total amount paid in, as per books of the company....	2068400 00
Amount of stock per mile of road, \$19,255.26.	
Amount of stock representing the road in Nebraska....	537700 00
Total number of stockholders	74

DEBT.

Funded debt as follows:

First mortgage bonds due Jan. 1, 1898, rate of interest	
6 per cent.....	\$ 1628000 00
Amount of interest paid on the same during the year,	
\$241,575.	
U. S. subsidy second mortgage bonds due Jan. 1, 1898,	
rate of interest 6 per cent.....	1628320 00
Issued for construction of road.....	3256320 00
Amount actually received by the company for the	
bonds issued.....	3256320 00
Total amount of funded debt.....	3256320 00
Floating debt.....	2067727 17

Contingent liability as guarantor of bonds or debts of other roads, and consideration for such guaranty..\$	1053000 00
Amount of debt per mile of road, \$49,562.91.	
Amount of debt representing the road in Nebraska, \$1,885,699.52.	
Total amount of stock and debt.....	7392447 17
Amount of stock and debt per mile of road, \$68,818.16.	
Amount of interest paid representing the road in Ne- braska.....	41410 06

VALUATION.

VALUE OF ROAD BED.

VALUE OF ROLLING STOCK.

The estimated value of all rolling stock belonging to the road.....\$	113280 00
The estimated value of the rolling stock representing the road in Nebraska.....	84575 00

VALUE OF STATIONS, BUILDINGS, AND FIXTURES.

The estimated value of stations, buildings, and fixtures\$	97771 00
Estimated value of stations, buildings, and fixtures rep- resenting the road in Nebraska.....	9840 00

VALUE OF OTHER PROPERTY.

Estimated value of all other property owned by the company.....	80000 00
Estimated value of all other property owned by the company, representing the road in Nebraska	10485 75

DESCRIPTION OF ROAD.

TRACK.

The length of single main track owned by this com- pany	107.42
The length of single main track representing the road in Nebraska	26.95

The aggregate number of miles of side track belonging to the company	20.20
The number of miles of side track belonging to the company in this state.....	4.89

MILEAGE.

MILEAGE OF PASSENGER TRAINS.

The number of miles run by passenger trains during the year preceding this report	128624
The number of miles run by all other trains except passenger, freight, and switching trains, during the year preceding this report	4393

MILEAGE OF FREIGHT TRAINS.

The number of miles run by freight trains during the year preceding this report.....	122394
Average number of cars in passenger trains.....	5
Average weight of passenger trains exclusive of passengers, about 90 tons.	
Average number of cars in freight trains.....	19
Average weight of freight trains exclusive of freight, about 191 tons.	
Total train mileage.....	255411

CAR MILEAGE.

Number of miles run by loaded freight cars east and south	792236
Number of miles run by loaded freight cars west and north	665489
Number of miles run by empty freight cars east and south	411521
Number of miles run by empty freight cars west and north	334896
Total freight car mileage	2204092
Percentage of empty freight cars hauled east and south, to all freight cars hauled east and south.....	34.19
Percentage of empty freight cars hauled west and north, to all freight cars hauled west and north...	33.48

FIRST ANNUAL REPORT OF THE
MILEAGE, TRAFFIC, ETC.

SPEED OF TRAINS IN NEBRASKA.

Maximum schedule rate of speed of passenger trains, including stops	27
Same of freight trains.....	13
Minimum schedule rate of speed of passenger trains, including stops	24
Same of freight trains	10

FREIGHT.

The number of tons of through freight carried during the year previous to the 30th day of June, A.D. 1887	332588
The number of tons of local freight carried during the same period.....	66267
Total tons of freight carried.....	398855
Total mileage of through freight (tons carried one mile)	14854547
Total mileage of local freight (tons carried one mile)...	2989507
Total freight mileage, or tons carried one mile.....	17344054
Average rate per ton per mile received for through freight.....	\$0 0169
Average rate per ton per mile received for local freight	0 0160
Average rate per ton per mile received for all freight...	0 0167
Percentage of freight originating at, and carried to, stations in Nebraska, to total freight carried in Nebraska. (This does not include supplies or ma- terial for the road).....	00.80

MONTHLY PASSENGER EARNINGS.

PASSENGER EARNINGS.

Passenger earnings for the month of July, 1886:	
Received from all passengers	\$ 20539 68
Passenger earnings for the month of August, 1886:	
Received from all passengers	20204 16
Passenger earnings for the month of September, 1886:	
Received from all passengers	19397 67

Passenger earnings for the month of October, 1886:	
Received from all passengers	\$ 20835 34
Passenger earnings for the month of November, 1886:	
Received from all passengers	19177 26
Passenger earnings for the month of December, 1886:	
Received from all passengers	17774 09
Passenger earnings for the month of January, 1887:	
Received from all passengers	14960 68
Passenger earnings for the month of February, 1887:	
Received from all passengers	14413 34
Passenger earnings for the month of March, 1887:	
Received from all passengers	18573 50
Passenger earnings for the month of April, 1887:	
Received from all passengers	17524 30
Passenger earnings for the month of May, 1887:	
Received from all passengers	20364 66
Passenger earnings for the month of June, 1887:	
Received from all passengers	19736 46

PASSENGER TRAFFIC.

PASSENGER TRAFFIC.

Number of through passengers carried.....	89852
Number of local passengers carried.....	104288
Total number of passengers carried.....	194140
Total passenger mileage, or passengers carried one mile	7804030
Average distance traveled by each passenger.....	40 miles
Average amount received from each passenger.....	\$1 13
Highest rate of fare per mile for any distance.....	0 0350
Lowest rate of fare per mile for any distance	0 0150
Average rate of fare per mile for all passengers.....	0 0281

RECAPITULATION.

Received from express.....	\$ 11884 29
Received from mails.....	15156 86
Total earnings passenger department for the year.....	250512 29
Earnings per train mile run (128,624 miles), \$1.9476.	

MONTHLY FREIGHT EARNINGS.

FREIGHT EARNINGS.

Freight earnings for the month of July, 1886.....	\$ 25316 35
Freight earnings for the month of August, 1886.....	26884 58
Freight earnings for the month of September, 1886...	25812 99
Freight earnings for the month of October, 1886.....	26277 36
Freight earnings for the month of November, 1886....	19420 14
Freight earnings for the month of December, 1886.....	20056 39
Freight earnings for the month of January, 1887.....	16873 70
Freight earnings for the month of February, 1887.....	16517 82
Freight earnings for the month of March, 1887.....	35253 72
Freight earnings for the month of April, 1887.....	27704 31
Freight earnings for the month of May, 1887.....	25024 86
Freight earnings for the month of June, 1887.....	25271 35

RECAPITULATION OF EARNINGS.

RECAPITULATION OF EARNINGS.

Total freight earnings for the whole year	290413 57
Freight earnings per train mile run (122,394 miles run), \$2.3727.	
Total transportation earnings.....	540925 86
Transportation earnings per train mile run, from all trains earning revenue (251,018 miles), \$2.1549.	
Transportation earnings per mile of road operated (107.42 miles), \$5,035.61.	
Proportion of transportation earnings for Nebraska.....	135709 85
Received for use of road, and rents received for use of stations, etc.....	12859 35
Car mileage (credit balances).....	618 24
Earnings from all other sources.....	6144 20
Total earnings from all sources.....	560547 65
Proportion of earnings for Nebraska, \$140,632.65.	

EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

EXPENSE FOR THE YEAR.

Repairs of locomotives.....	\$12192 88
Repairs of passenger, baggage, express, and mail cars..	6092 02
Locomotive service	17445 26
Passenger train service	5615 89
Passenger train supplies.....	1109 86
Mileage of passenger cars (debit balance).....	2552 66
Damages for loss of freight and baggage.....	895 38
Damages to persons and property and cattle, inflicted by trains.....	14199 20

EXPENSE OF FREIGHT DEPARTMENT FOR THE YEAR.

Repairs of freight cars.....	8722 12
Train service other than passenger trains.....	8048 19
Supplies for trains other than passenger trains.....	157 17
Mileage of cars other than passenger cars (debit bal- ance).....	12543 51
Repairs of tools and machinery.....	7400 75
Fuel for all locomotives.....	32138 51
Water supply.....	3690 54
Oil and waste.....	854 54
Telegraph expenses (maintenance and operating).....	3702 57
Agents and station service, including laborers	35372 48
Station supplies.....	2684 71
Sundries	2480 96
Total expense of running and operating all trains.....	281086 44

EXPENSES OF OPERATING THE ROAD.

Salaries of general officers and clerks.....	13546 72
Legal expenses.....	3473 86
Insurance, stationery and printing, outside agencies and advertising	4187 51
Contingencies.....	2008 00
Taxes in Nebraska, \$3,186.78.	
Taxes in other states, \$15,354.31. Total taxes	18541 09
Total.....	41757 18

MAINTENANCE OF WAY AND BUILDINGS (CHARGED TO OPERATING EXPENSES.)

Repairs of road-bed and track	\$ 31720 56
Renewal of rails.....	15475 74
(No. tons laid, steel, 769.1680.)	
(No. tons laid, iron, 345.19.)	
Renewal of ties.....	6089 55
(No. laid, 18,223)	
Repairs of bridges, including culverts and cattle- guards	2284 57
Repairs of fences, road crossings, and signs.....	1490 37
Repairs of buildings, stations, and water-tanks.....	5429 37
Total	62440 16

RECAPITULATION.

Maintenance of way and buildings.....	62440 16
Maintenance of motive power and cars.....	34407 72
Conducting transportation.....	142481 38
General expenses, including taxes.....	41757 18
Total operating expenses and taxes.....	281086 44
Operating expenses and taxes per mile of road operated (107.42), \$2616.70.	
Operating expenses and taxes per train mile, for trains earning revenue (251.018 miles), \$1.1196.	
Proportion of operating expenses and taxes for Neb....	70520 22
Percentage of expenses and taxes to earnings (.5014).	

GENERAL EXHIBIT FOR THE YEAR.

GENERAL EXHIBIT.

Total earnings.....	\$560547 65
Total expenses, including taxes.....	281086 44
Net earnings.....	279461 21
Interest accruing during the year.....	221011 48
Interest paid during the year.....	267207 23
Interest paid during the year on account of the road in Nebraska	67042 29

NEBRASKA BOARD OF TRANSPORTATION.

51

Interest on funded debt.....	\$ 195379 20
Interest paid on funded debt.....	241575 00
Interest on floating debt.....	25632 23
Profit and loss.....	2988 68
Interest paid on floating debt.....	25632 23
Dividends declared (per cent 7), interest on preferred stock.....	11830 00
Interest falling due during the year and not paid.....	146614 20
Floating debt liquidated during the year (decrease in floating debt.....)	55397 63
Balance for the year, Cr.....	49608 46
Balance at commencement of the year, Dr.....	1494699 18
Balance at the close of the year, June 30, 1887, Dr.....	1445090 72

INCOME ACCOUNT FOR THE YEAR.

INCOME ACCOUNT.

Income from earnings.....	\$560547 65
Income from other sources.....	2988 68
Total income from all sources for the year.....	563536 33
Proportion of the income for Nebraska.....	141381 53

GENERAL RECAPITULATION.

Total income.....	\$563536 33
Total operating expenses and taxes.....	281086 44
Net income above operating expenses and taxes.....	282449 89
Net income above operating expenses, taxes, interest, and rental.....	49608 46
Gross income per train mile run (251.018 miles), \$2.2450.	
Net income per train mile run (251.018 miles), \$1.1252.	
Percentage of net income to stock and debt (.382)	
Percentage of net income to cost of road and equipment (.509).	

IMPROVEMENTS.

IMPROVEMENTS.

The amount expended for improvements during the year	13226 13
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EXPENDITURE FOR STATIONS, BUILDINGS, ETC.

The amount expended for station-houses, water-tanks, round-houses, and all other buildings for the use of the road.....	\$4630 32
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GENERAL BALANCE SHEET, AT THE CLOSING OF
ACCOUNTS, JUNE 30, 1887.

DEBIT.

Cost of road and equipment.....	\$5542745 52
Due from U. S. Government.....	150762 17
Due from station agents and conductors.....	133714 64
Material and fuel on hand.....	89119 36
Cash	31014 76
Income account.....	1445090 72
Total	7392447 17

CREDIT

Capital stock.....	\$2068400 00
First mortgage bonds.....	1628000 00
U. S. Government lien.....	1628320 00
Accrued interest on Government lien.....	1855094 29
Interest on first mortgage bonds unpaid.....	98085 00
Dividends unpaid.....	2957 51
Sundry unpaid bills.....	17858 88
Current pay rolls.....	30370 56
Due to railroad companies and various persons.....	63360 93
Total	7392447 17

PASSENGER RATES.

PASSENGER RATES.

The rate per mile charged for the carriage of passengers for each of the following months:

January.....	\$.0245
February.....	.0244
March.....	.0224
April .....	.0209
May .....	.0211
June .....	.0222
July.....	.0282
August.....	.0268
September.....	.0276
October .....	.0280
November .....	.0281
December .....	.0299

OTHER COMPANIES OPERATING ON YOUR ROAD,
ETC.

EXPRESS COMPANIES.

What express companies run on your road? Give the name of each of them, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company? Wells, Fargo & Co. on line from Missouri Valley to Fremont, and The American Express Co. on line from Cal. Junction to Sioux City. Have the right to do express business, paying agreed rates, depending upon the weight carried. They deliver their freight into this company's cars.

FREIGHT AND TRANSPORTATION COMPANIES.

What freight and transportation companies run on your roads? The cars of all transportation companies are allowed to run over the lines of this company.

FREIGHT COMPANIES.

State whether such freight and transportation companies use the cars of your road, or furnish cars of their own. They furnish their own cars.

State the name of each freight and transportation company that operate on your line of road, and the conditions upon which they conduct their business over the road. All. This company hauls their freight at regular tariff rates and pays them a mileage for the use of the cars.

State whether the freight or cars of such companies are given any preference in speed or order of transportation, and if so, in what particulars. Their freight has no preference over other freight of like class.

COST OF ROAD AND EQUIPMENT.

Total cost of road and equipment.....	\$5542745 52
Average cost of road and equipment per mile (107.42).	51598 82
Proportion of cost of road and equipment for Nebraska.	1390588 26
Average cost of road and equipment per mile in Nebraska (26.95 miles).....	51598 82

PROPERTY ACCOUNTS.

CHARGES AND CREDITS BY WHICH THE CAPITAL AND DEBT HAVE BEEN INCREASED DURING THE YEAR.

Bridging and masonry	\$1027 83
Land, land damages, and fences	8056 85
Passenger and freight stations, coal sheds, and water stations, engine houses, car sheds, and turn-tables, machine shops, including machinery and tools.....	4 30 32
Construction of telegraph.....	917 04
Construction of side-tracks.....	3224 41
Total for construction.....	17856 45
Total expenditures charged to property accounts	17856 45
Net addition to property account for the year.....	17856 45

DESCRIPTION OF ROAD.

Length main line of road from Cal. Junction to Fremont 31.77, Mo. Valley, Iowa, to Sioux City 75.65.....	107.42
Length main line of road in Nebraska	26.95
Length main line of road in Iowa.....	80.47
Total length of road belonging to this company.....	107.42
Total length of road belonging to this company in Ne- braska.....	26.95
Aggregate length of sidings and other tracks not above enumerated	20.20
Same in Nebraska.....	4.89
Aggregate length of track, computed as single track, exclusive of sidings.....	107.42
Same in Nebraska.....	26.95
Total length of steel rails in tracks in Nebraska, ex- clusive of sidings.....	24.00
Total length of iron rails in tracks in Nebraska, exclu- sive of sidings	2.95
[Weight per yard, steel 60 lbs.]	
[Weight per yard, iron 56 lbs.]	
Gage of track, 4 feet 8½ inches.	
Total miles of road operated by this company*.....	107.42
Total miles of road operated by this company in Ne- braska.....	26.95

STATIONS.

Number of stations on all roads owned by this company.	16
Same in Nebraska.....	4
Number of stations on all roads operated by this com- pany	16
Same in Nebraska.....	4
Number of telegraph offices in stations in Nebraska...	3

EMPLOYEES.

Number of persons regularly employed on all roads operated by this company.....about	266
Same in Nebraska..... “	39

* Not to include sidings or double track, or roads operated whose earnings and expenses are not included in this report.

Amount paid employes, including officials, on all roads operated by this company	about	\$185954 07
Same in Nebraska.....	"	22200 24
Highest salary paid per annum.....		1500 00
Give title of officer.	Train master.	
Give duties of such officer.	Has charge of the making up of trains and of train crews.	
Lowest salary or wages paid.	12½ cents per hour.	
Give class of employment.	Track laborers.	
Highest salary paid any separate class of employes.	(Engineers), 37 cents per hour.	
Lowest salary paid.	(Track laborers), 12½ cents per hour.	
Average salary paid.	About 22½ cents per hour.	

BRIDGES IN NEBRASKA.

Combination bridges over 100 feet in length	1
Wooden trestle and pile.....	62

CATTLE-GUARDS.

Number of in Nebraska.....	13
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RENEWAL OF BRIDGES AND CULVERTS IN NEBRASKA.

Amount of timber used in renewals of wooden bridges during the year (feet B. M.).....	37043
Give the average number of years the trestle and pile bridges last on your road in Nebraska.	8 to 12 years.
Give the average number of years that wooden truss bridges last on your road in Nebraska.	10 years.

ROAD-BED AND TRACK.

Number of track sections in Nebraska.....	5
Average length of sections	5.39
Average number of men in each section gang.....about	5

Number of new ties laid in track during the year in Nebraska	4623
Average number of new ties per mile of road.....	171
New rails laid in track during the year in Nebraska—iron (66.994 tons), about $1\frac{1}{2}$ miles.	
New rails laid in track during the year in Nebraska—steel (70.280 tons), about $1\frac{1}{2}$ miles.	
Total track laid with new rails during the year in Nebraska, about 2 5-6 miles.	
What is the average number of years that iron rails last in your track on main line in Nebraska? About 14 years.	
What is the average number of years that iron rails last in your track on branches in Nebraska? About 14 years.	
What is the average number of years that ties last in your track in Nebraska? About 7 years.	

CROSSINGS IN NEBRASKA.

What railroad crosses your road at grade, and at what locality? C., St. P., M. & O. R. R. at Blair.	
Number of highway crossings at grade	31

FENCING IN NEBRASKA.

How many miles of your road in Nebraska are fenced?..	26.95
What is the average cost per rod?.....	\$ 0 45
What is the total cost of same?.....	7812 69
How many miles of new fencing have you built during the year?.....	21.62

ROLLING STOCK.

	Owned.	Total.
Number of locomotives.....	12	12
Number of passenger cars.....	8	8
Number of baggage, mail, and express cars.....	5	5
Number of box freight cars.....	90	90
Number of stock cars	20	20
Number of platform and coal cars.....	46	46
Number of other cars.....	17	17
Total number of cars.....	186	186
Maximum weight of locomotives and tenders (42½ tons).		
Average weight of locomotives and tenders (40 tons).		
Number of locomotives equipped with train brake.....		5
Kind of brake, Westinghouse.		
Maximum weight of passenger cars (20 tons).		
Average weight of passenger cars (18 tons).		
Number of passenger cars equipped with train brake...		14
Kind of brake, Westinghouse.		
Number of passenger cars equipped with Miller platform and buffer.....		14
The amount of tonnage that can be carried over your road, exclusive of cars, by an engine of given weight. Weight of engine 32 tons; tons 320.		

TONNAGE OF ARTICLES TRANSPORTED.

	Tons.	Per Cent.
Grain	45313	11.36
Flour	3061	.77
Provisions (beef, pork, lard, etc.).....	6119	1.53
Animals	28145	7.06
Other agricultural products	9995	2.51
Lumber and forest products.....	105511	26.45
Coal	46710	11.71
Plaster, lime, and cement	1963	.49
Salt	3947	.99
Petroleum and oil.....	5191	1.30

	Tons.	Per Cent.
Iron, steel, and castings.....	1947	.49
Stone and brick.....	36876	9.25
Merchandise and other articles not enumerated above..	102574	25.71
Crude ore.....	1508	.38
Total tons carried	398855	100.00

TONNAGE CROSSING THE MISSOURI RIVER BRIDGE
AT BLAIR, NEBRASKA, FOR THE YEAR
ENDING JUNE 30, 1887.

East bound number of tons	33324
West bound number of tons.....	165577
Total tons.....	198901

TONNAGE OF ARTICLES TRANSPORTED WITHIN
THE STATE OF NEBRASKA.

	Tons.	Per Cent.
Grain	26061	11.11
Flour	1038	.44
Provisions (beef, pork, lard, etc.).....	883	.38
Animals	16948	7.23
Other agricultural products	3613	1.54
Lumber and forest products.....	88028	37.53
Coal	29089	12.40
Plaster, lime, and cement.....	268	.11
Salt.....	1428	.61
Petroleum and oil	3059	1.30
Iron, steel, and castings.....	1292	.55
Stone and brick.....	2755	1.18
Merchandise and other articles not enumerated above..	58590	24.98
Crude ore.....	1503	.64
Total tons carried	234555	100.00

ADDITIONAL QUESTIONS.

SLEEPING-CARS.

Do sleeping, parlor, or dining-cars run on your road, and if so, on what terms do they run, by whom are they owned, and what charges are made in addition to regular passenger rates? Sleeping cars are run; owned by Wagner Palace Car Co. and by the Pullman Palace Car Co., by which companies the charges are made and collected. Neither parlor nor dining-cars are run on this company's road.

What is the total amount paid by your company to palace or sleeping-car companies, to what companies, and the amount paid to each? Please state fully the arrangement by which these cars run on your road, the terms, and who receives the earnings. This company pays nothing to palace or sleeping-car companies. The sleeping-car charges are paid by the passengers to the sleeping-car companies.

UNITED STATES MAIL IN NEBRASKA.

What is the compensation paid you by the U. S. Government for the transportation of its mails on your road in Nebraska, and on what terms of service? The U. S. Government withholds all compensation for mail service. The amount charged the Government for mail service in Nebraska is \$2,388.50 per annum.

What amount have you paid for receiving and delivering mail to and from stations on your road in Nebraska? Not kept separate.

TELEGRAPH.

How many miles of telegraph are owned by your company in Nebraska? Certain rights in 26.95 miles.

What other company, if any, owns a line of telegraph on your right-of-way in Nebraska, and how many miles do each own? Western Union Telegraph Co. have certain rights in 26.95 miles.

LANDS—CONGRESSIONAL GRANT.

All lands received by this company from congressional or other grants (excepting the right-of-way) were sold prior to 1872, and the present officers of the company have no records giving the information here asked.

TABULAR STATEMENT OF ACCIDENTS.

Causes of Accident.	Employees Killed.	Employees Injured.
Miscellaneous.....	1	1
Total	1	1

SUMMARY OF ACCIDENTS FOR NEBRASKA.

Number of persons killed during the year	1
Number of persons injured during the year	1
Number resulting from lack of caution, carelessness, or misconduct.	2

REPORT
OF THE
FREMONT, ELKHORN & MISSOURI VALLEY
RAILROAD COMPANY,
FOR THE YEAR ENDING JUNE 30TH, 1887.

OFFICERS OF THE COMPANY, WITH LOCATION OF
OFFICES.

President—M. Hughitt, Chicago, Ill.
First Vice President—Albert Keep, Chicago, Ill.
Secretary—J. B. Redfield, Chicago, Ill.
Treasurer—M. M. Kirkman, Chicago, Ill.
Assistant Secretary—J. B. Hawley, Fremont, Neb.
General Manager—W. F. Fitch, Missouri Valley, Ia.
Division Superintendents—E. F. Horn, Norfolk, Neb.
Wm. C. Halsey, Chadron, Neb.
Chief Engineer—J. E. Ainsworth, Missouri Valley, Ia.
Superintendent of Telegraph—E. H. Harris, Missouri Valley, Ia.
Auditor—J. B. Redfield, Chicago, Ill.
General Passenger Agent—J. R. Buchanan, Missouri Valley, Ia.
General Freight Agent—K. C. Morehouse, Missouri Valley, Ia.
General Attorney—John B. Hawley, Fremont, Neb.

DIRECTORS.

Marvin Hughitt, Chicago, Ill.
Albert Keep, Chicago, Ill.
M. L. Sykes, New York, N. Y.
J. B. Redfield, Chicago, Ill.
P. E. Hall, Cedar Rapids, Ia.
Horace Williams, Clinton, Ia.
David P. Kimball, Boston, Mass.

Date of annual meeting of stockholders, Friday succeeding third Wednesday in May.

Fiscal year of company ends May 31st.

General offices of the company are located at Fremont, Neb., and Chicago, Ill.

CAPITAL STOCK.

Amount authorized by articles of association,	
\$30,000,000.	
Amount authorized by vote of the company,	
\$30,000,000.	
Amount of stock issued, number of shares 21,750.....	\$21750000 00
How was the same paid for? In what?	
A. Money, \$690,000.	
D. Construction, \$21,060,000.	
Amount of common stock issued.....	21750000 00
Amount of common stock paid in, \$21,750,000.	
Amount actually paid in.....	21750000 00
Total amount paid in, as per books of the company	21750000 00
Amount of stock per mile of road, \$28,009.22.	
Amount of stock representing the road in Nebraska....	19349889 94
Total number of stockholders	10

DEBT.

Funded debt as follows:

Consol. 6 per cent bonds due Oct. 1, 1933, rate of interest 6 per cent.....	13207000 00
Amount of interest paid on the same during the year, \$583,955.30.	
Car Trust bonds due \$40,000 annually to March 1, 1896, rate of interest 6 per cent.....	360000 00
Amount of interest paid on the same during the year, \$24,000.	

Amount actually received for each separate block of bonds issued by the company, and in what was the same received? For bonds sold prior to 1884, the railway company received par. Those sold in 1884 were sold at a premium ranging from 5 to 10 per cent. Those sold in 1885 were sold at a premium ranging from $7\frac{1}{2}$ to 15 per cent. In 1886 and 1887, the bonds have been sold under an agreement that the purchaser would accept 4 per cent instead of 6 per cent, and the bonds sold at a discount ranging from 3 to 6.975 per cent.

Total amount of funded debt.....	\$13567000	00
Total amount of floating debt.....	123611	17
Amount of debt per mile of road, \$17,630.50.		
Amount of debt representing the road in Nebraska, proportional.....	12179853	62
Total amount of stock and debt.....	35440611	17
Amount of stock and debt per mile of road, \$45,639.72.		
Amount of interest paid representing the road in Nebraska, proportional.....	538894	37

VALUATION:

VALUE OF ROLLING STOCK.

The estimated value of all rolling stock belonging to the road, representing the road in Nebraska.....	\$820155	00
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VALUE OF STATIONS, BUILDINGS, AND FIXTURES.

The estimated value of stations, buildings, and fixtures	144000	00
Estimated value of stations, buildings, and fixtures representing the road in Nebraska.....	138620	00

VALUE OF OTHER PROPERTY.

Estimated value of all other property owned by the company.....	128000	00
Estimated value of all other property owned by the company, representing the road in Nebraska	117710	76

DESCRIPTION OF ROAD.

TRACK.

The length of single main track owned by this company	510.25
The length of single main track representing the road in Nebraska	424.56

BRANCHES.

The number of branch lines owned by the company in this state, and the length of single track on each respective branch.....	266.28
The aggregate number of miles of side track belonging to the company	52.34
The number of miles of side track belonging to the company in this state.....	48.64
Number miles side track at each city of over five thousand inhabitants, and value of all of company's property at such points (Lincoln the only city of 5,000).	
A. Value of personal property at Lincoln, about \$1,000.	
B. Miles side track at Lincoln, about 2 miles.	

MILEAGE.

MILEAGE OF PASSENGER TRAINS.

The number of miles run by passenger trains during the year preceding this report	503228
The number of miles run by switching trains during the year preceding this report.....	222106
The number of miles run by all other trains except passenger, freight, and switching trains, during the year preceding this report	46044

MILEAGE OF FREIGHT TRAINS.

The number of miles run by freight trains during the year preceding this report.....	1074015
Average number of cars in passenger trains.....	6

Average weight of passenger trains exclusive of passengers.....	257882
Average number of cars in freight trains.....	21
Average weight of freight trains exclusive of freight,	441220
Total train mileage.....	1845391

CAR MILEAGE.

Number of miles run by loaded freight cars east and south	3389155
Number of miles run by loaded freight cars west and north	8991081
Number of miles run by empty freight cars east and south	7295796
Number of miles run by empty freight cars west and north	909201
Total freight car mileage	20535233
Percentage of empty freight cars hauled east and south, to all freight cars hauled east and south.....	68.60
Percentage of empty freight cars hauled west and north, to all freight cars hauled west and north...	9.18

MILEAGE, TRAFFIC, ETC.

SPEED OF TRAINS IN NEBRASKA.

Maximum schedule rate of speed of passenger trains, including stops (miles per hour).....	27
Same of freight trains.....	13
Minimum schedule rate of speed of passenger trains, including stops	23
Same of freight trains	11

FREIGHT.

The number of tons of through freight carried during the year previous to the 30th day of June, A.D. 1887	351960
The number of tons of local freight carried during the same period.....	99639
Total tons of freight carried.....	451599

Total mileage of through freight (tons carried one mile)	69467787
Total mileage of local freight (tons carried one mile)...	19862311
Total freight mileage, or tons carried one mile.....	89330098
Average rate per ton per mile received for through freight.....	\$0 0193
Average rate per ton per mile received for local freight	0 0243
Average rate per ton per mile received for all freight...	0 0204
Percentage of freight originating at, and carried to, stations in Nebraska, to total freight carried in Nebraska. (This does not include supplies or material for the road).....	11.67

MONTHLY PASSENGER EARNINGS.

PASSENGER EARNINGS.

Passenger earnings for the month of July, 1886:	
Received from all passengers	\$ 59340 09
Passenger earnings for the month of August, 1886:	
Received from all passengers	58994 54
Passenger earnings for the month of September, 1886:	
Received from all passengers	56702 39
Passenger earnings for the month of October, 1886:	
Received from all passengers	\$ 56610 40
Passenger earnings for the month of November, 1886:	
Received from all passengers	53759 81
Passenger earnings for the month of December, 1886:	
Received from all passengers	46714 66
Passenger earnings for the month of January, 1887:	
Received from all passengers	37872 85
Passenger earnings for the month of February, 1887:	
Received from all passengers	35198 49
Passenger earnings for the month of March, 1887:	
Received from all passengers	56053 51
Passenger earnings for the month of April, 1887:	
Received from all passengers	56467 15
Passenger earnings for the month of May, 1887:	
Received from all passengers	63460 18
Passenger earnings for the month of June, 1887:	
Received from all passengers	56981 72

PASSENGER TRAFFIC.

PASSENGER TRAFFIC.

Number of through passengers carried.....	40072
Number of local passengers carried.....	212712
Total number of passengers carried.....	252784
Total passenger mileage, or passengers carried one mile	18582535
Average distance traveled by each passenger (miles)....	73
Average amount received from each passenger.....	\$2 520
Highest rate of fare per mile for any distance.....	0 0500
Lowest rate of fare per mile for any distance	0 0175
Average rate of fare per mile for all passengers.....	0 0348

RECAPITULATION.

Received from express.....\$	45480 52
Received from mails.....	84428 07
Total earnings passenger department for the year.....	767564 38
Earnings per train mile run (503,228 miles), \$1.5250.	

MONTHLY FREIGHT EARNINGS.

FREIGHT EARNINGS.

Freight earnings for the month of July, 1886.....	\$135008 54
Freight earnings for the month of August, 1886.....	177125 18
Freight earnings for the month of September, 1886...	228204 91
Freight earnings for the month of October, 1886.....	246100 67
Freight earnings for the month of November, 1886....	167504 50
Freight earnings for the month of December, 1886.....	126095 58
Freight earnings for the month of January, 1887.....	114492 74
Freight earnings for the month of February, 1887.....	104172 05
Freight earnings for the month of March, 1887.....	190107 96
Freight earnings for the month of April, 1887.....	107840 45
Freight earnings for the month of May, 1887.....	124881 28
Freight earnings for the month of June, 1887.....	100746 17

RECAPITULATION OF EARNINGS.

RECAPITULATION OF EARNINGS.

Total earnings of freight department for the whole year.....	\$ 1822229 98
Freight earnings per train mile run (1,074,015 miles run), \$1.6966.	
Total transportation earnings.....	2589794 36
Transportation earnings per train mile run, from all trains earning revenue (5,177,243 miles), \$1.6419.	
Transportation earnings per mile of road operated (760.09 average miles), \$3,407.22.	
Proportion of transportation earnings for Nebraska.....	2095739 29
Miscellaneous earnings	42779 87
Total earnings from all sources.....	2632574 28
Proportion of earnings for Nebraska, \$2,130,858.04.	

EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

EXPENSE OF DEPARTMENT FOR THE YEAR.

Repairs of passenger locomotives.....	\$ 16637 62
Repairs of passenger, baggage, express, and mail cars..	13624 82
Locomotive service	137304 17
Passenger train service.....	27284 92
Passenger train supplies.....	5283 78
Mileage of passenger cars (debit balance).....	20347 26
Damages to persons, property, and cattle inflicted by trains.....	17987 64
Repairs of locomotives, except passenger locomotives...	43462 92
Repairs of freight cars.....	35598 86
Train service other than passenger trains.....	67185 84
Supplies for trains other than passenger trains.....	1521 87
Mileage of cars other than passenger cars (debit balance).....	5958 77
Damages for loss of freight and baggage.....	3808 99

Fuel for all locomotives.....	\$ 212909	93
Water supply.....	3714	32
Oil and waste.....	16227	57
Telegraph expenses (maintenance and operating).....	24636	26
Agents and station service.....	114752	53
Station supplies.....	10795	80
Total expense of running and operating all trains.....	779043	37

EXPENSES OF OPERATING THE ROAD.

Salaries of general officers and clerks.....	27593	49
Legal expenses.....	5886	28
Stationery and printing.....	12096	48
Outside agencies and advertising.....	11177	06
Contingencies.....	11663	72
Taxes in Nebraska, \$71,598.11.		
Taxes in other states, \$2,425.82. Total taxes.....	74023	93
Total	142440	96

MAINTENANCE OF WAY AND BUILDINGS (CHARGED TO OPERATING EXPENSES).

Repairs of road-bed and track.....	247383	23
Renewal of rails	148274	27
(No. tons laid, steel, 4,852.1740.)		
(No. tons laid, iron, 758.1231.)		
Renewal of ties	23099	71
(No. laid, 47,313.)		
Repairs of bridges, including culverts and cattle-guards,.....	12339	32
Repairs of fences, road crossings, and signs.....	4335	80
Repairs of buildings, stations, and water-tanks.....	19816	37
Total	454748	90

RECAPITULATION.

Maintenance of way and buildings.....	454748	70
Maintenance of motive power and cars.....	109323	72
Conducting transportation.....	669719	65
General expenses, including taxes	142440	96
Total operating expenses and taxes.....	1376233	03
Operating expenses and taxes per mile of road operated, (760.09 average miles), \$1,810.62:		

Operating expenses and taxes per train mile run, for
trains earning revenue (1,577,243 miles), \$87.26.
Proportion of operating expenses and taxes for Ne-
braska\$ 1113689 05
Percentage of expenses and taxes to earnings, 52.27.

GENERAL EXHIBIT FOR THE YEAR.

GENERAL EXHIBIT.

Total earnings.....	\$ 2632574 23
Total expenses, including taxes.....	1376233 03
Net earnings	1256341 20
Paid S. C. & P. R. R. Co. for use of track.....	12859 35
Interest accruing during the year.....	664018 62
Interest paid during the year.....	665638 62
Interest paid during the year on account of the road in Nebraska (proportion).....	538894 37
Interest on funded debt, including interest on Wyom- ing Central railway bonds (as rental).....	664018 62
Interest paid on funded debt, including interest on Wyoming Central railway bonds (as rental).....	665638 62
Interest paid on floating debt.....	2010 00
Floating debt liquidated during the year (decrease in floating debt).....	179559 28
Balance for the year.....	581473 23
Balance at commencement of the year	486897 79
Balance at the close of the year, June 30th, 1887.....	1068371 02

INCOME ACCOUNT FOR THE YEAR.

INCOME ACCOUNT.

Income from earnings.....	\$ 2632574 23
Income from other sources.....	2010 00
Total income from all sources for the year	2634584 23
Proportion of the income for Nebraska.....	2181984 60

GENERAL RECAPITULATION.

Total income.....	\$ 2634584 23
Total operating expenses and taxes.....	1376233 03
Net income above operating expenses and taxes.....	1258351 20
Net income above operating expenses, taxes, interest, and rental.....	583473 23
Gross income per train mile run (1,577,243 miles), \$1.6694.	
Net income per train mile run (1,577,243 miles), \$.7968.	
Percentage of net income to stock and debt, 3.54.	
Percentage of net income to cost of road and equipment, 3.66.	

SURPLUS.

SURPLUS.

Surplus at the commencement of the year.....	\$ 486897 79
Surplus at the close of the year.....	1068371 02
Cash.....	1000 00
Amount absorbed in construction.....	179290 24
Amount in material and balances from other roads, etc	888080 78

IMPROVEMENTS.

IMPROVEMENTS.

The amount expended for improvements during the year.....	\$ 9922510 04
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EXPENDITURES FOR ROLLING STOCK.

The amount expended for locomotives, freight cars, passenger cars, baggage cars, and other rolling stock	296285 62
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EXPENDITURES FOR STATIONS, BUILDINGS, ETC.

The amount expended for station-houses, water-tanks, round-houses, and all other buildings for the use of the road.....	186855 30
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GENERAL BALANCE SHEET, AT THE CLOSING OF
ACCOUNTS, JUNE 30, 1887.

DEBIT.

Cost of road and equipment.....	\$34294876 91
Material on hand	493755 94
S. C. & P. R. R. Car Trust bonds on hand.....	1000 00
Twin Grove Precinct bonds on hand.....	10000 00
Center Precinct bonds on hand	7000 00
City of Lincoln bonds on hand	12000 00
Chicago & Northwestern R'y Co.....	109063 53
Cash.....	1581285 81
Total.....	86508982 19

CREDIT.

Capital stock	21750000 00
Consolidation 6 per cent bonds.....	13207000 00
S. C. & P. R. R. Car Trust bonds	360000 00
Accrued interest on bonds.....	123611 17
Income account	1068371 02
Total.....	36508982 19

PASSENGER RATES.

PASSENGER RATES.

The rate per mile charged for the carriage of passengers for each of the following months:

January	\$.0895
February .....	.0378
March .....	.0892
April .....	.0396
May .....	.0379
June .....	.0880
July .....	.0340
August.....	.0323
September.....	.0336
October .....	.0338
November.....	.0336
December.....	.0352

OTHER COMPANIES OPERATING ON YOUR ROAD, ETC.

EXPRESS COMPANIES.

What express companies run on your road? Give the name of each of them, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company? Wells, Fargo & Co. have the right to do express business over the line, paying various rates, depending upon the weight carried. They deliver their freight into this company's cars.

FREIGHT AND TRANSPORTATION COMPANIES.

What freight and transportation companies run on your roads? The cars of all transportation companies are allowed to run over the lines of this company.

FREIGHT COMPANIES.

State whether such freight and transportation companies use the cars of your road, or furnish cars of their own. They furnish their own cars.

State the name of each freight and transportation company that operates on your line of road, and the conditions upon which they conduct their business over the road. All. This company hauls their freight at regular tariff rates, and pays them a mileage for the use of the cars.

State whether the freight or cars of such companies are given any preference in speed or order of transportation, and if so, in what particulars. Their freight has no preference over other freight of like class.

COST OF ROAD AND EQUIPMENT.

CONSTRUCTION OF ROAD AND BRANCHES.

Total cost of road and equipment.....	\$34294876	91
Average cost of road and equipment per mile (776.53 miles*).....	44164	28
Proportion of cost of road and equipment for Nebraska	30510441	47

* Equipment also operates 76.79 miles of leased line in Wyoming not included in these miles.

Average cost of road and equipment per mile in Nebraska (690.84 miles).....\$ 44164 26

The amounts include large expenditures on incompletd road not included in the miles here given.

PROPERTY ACCOUNTS.

CHARGES AND CREDITS BY WHICH THE CAPITAL AND DEBT HAVE BEEN INCREASED DURING THE YEAR.

Grading and masonry	\$ 1115172 75
Bridging	220237 84
Superstructure, including rails.....	1085954 54
Land and land damages.....	647786 10
Fences, road crossings, and signs.....	27192 14
Passenger and freight stations, coal sheds, water stations, engine houses, car sheds, turn-tables, and machine shops, including machinery and tools.....	186855 30
Engineering, agencies, salaries, and other expenses during construction.....	49616 46
Construction of side tracks	23972 76
Construction of telegraph.....	2557 45
Account of contracts for construction and equipment of uncompleted extensions and branches of this company's road in Nebraska and Dakota.....	6750000 00
Total for construction.....	10109365 34

EQUIPMENT.

Locomotives.....	22
Passenger, mail, baggage, and express cars.....	2
Freight and other cars	260
Wrecking-cars, pile-drivers, and tools.....	5
Total for equipment.....	296285 62
Total expenditures charged to property accounts.....	10405650 96
Net addition to property account for the year.....	10405650 96

DESCRIPTION OF ROAD.

Total length of road belonging to this company.....\$	776.53
Total length of road belonging to this company in Nebraska	690.84

Aggregate length of sidings and other tracks not above enumerated	52.34
Same in Nebraska.....	48.64
Aggregate length of track, computed as single track, exclusive of sidings.....	776.53
Same in Nebraska.....	690.84
Total length of steel rails in tracks in Nebraska, exclusive of sidings.....	482.37
Total length of iron rails in tracks in Nebraska, exclusive of sidings.....	208.47
[Weight per yard, steel 60 pounds.]	
[Weight per yard, iron 45 to 56 pounds.]	
Gauge of track, 4 feet 8½ inches.	

ROAD AND BRANCHES BELONGING TO OTHER COMPANIES, OPERATED
BY THIS COMPANY UNDER LEASE OR CONTRACT.

Name, description, and length of each:	
Wyoming State Line to Douglas, leased from Wyoming Central railway.....	76.79
Total length of above roads.....	76.79
Total length of above roads in other states, specifying each:	
Wyoming.....	76.79
Total miles of road operated by this company	853.32
Total miles road operated by this company in Nebraska	690.84

STATIONS.

Number of stations on all roads owned by this company	69
Same in Nebraska.....	63
Number of stations on all roads operated by this company.....	72
Same in Nebraska.....	63
Number of telegraph offices in stations in Nebraska...	61

EMPLOYEES.

Number of persons regularly employed on all roads operated by this company.....	1826
Same in Nebraska.....	1640

Amount paid employees, including officials, on all roads operated by this company.....	\$ 1068898 14
Same in Nebraska.....	964644 06
Highest salary paid per annum.....	5775 00
Give title of officer? General Manager.	
Give duties of such officer? General management.	
Lowest salary or wages paid (per hour).....	0 125
Give class of employment? Track laborer.	
Highest salary paid any separate class of employees, engineers, (per hour).....	0 370
Lowest salary paid, track laborers (per hour).....	0 125
Average salary paid (per hour), about.....	0 190

BRIDGES IN NEBRASKA.

Wooden truss bridges over 100 feet in length.....	4
Combination bridges over 100 feet in length.....	3
Iron bridges over 100 feet in length.....	1
Wooden trestle and pile	1118

ARCH CULVERTS AND VIADUCTS IN NEBRASKA.

Less than 20 feet opening.....	2
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BOX CULVERTS IN NEBRASKA.

Timber.....	5
Stone	25

CATTLE-GUARDS.

Number of in Nebraska	64
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RENEWAL OF BRIDGES AND CULVERTS IN NEBRASKA.

Amount of timber used in renewals of wooden bridges during the year (feet B. M.).....	42384
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BRIDGES BUILT WITHIN THE YEAR IN NEBRASKA.

Lincoln line, trestle and pile.....	13267
Albion line, " "	20605
Total	33872

Give the average number of years the trestle and pile bridges last on your road in Nebraska. 8 or 12 years.

Give the average number of years that wooden truss bridges last on your road in Nebraska. About 10 years.

ROAD-BED AND TRACK.

Number of track sections in Nebraska, about.....	100
Average length of sections (miles).....	6.90
Average number of men in each section gang.....	6
Number of new ties laid in track during the year in Nebraska, about.....	47000
Average number of new ties per mile of road.....	68
New rails laid in track during the year in Nebraska (iron, 758.1231 tons), miles, about.....	9
New rails laid in track during the year in Nebraska (steel, about 4,850 tons), miles, about	51
Total track laid with new rails during the year in Nebraska, miles, about.....	60
What is the average number of years that iron rails last in your track on main line in Nebraska? About 14 years.	
What is the average number of years that iron rails last in your track on branches in Nebraska? About 14 years.	
What is the average number of years that ties last in your track in Nebraska? About 7 years.	

CROSSINGS IN NEBRASKA.

What railroad crosses your road at grade, and at what locality? Omaha, Niobrara & Black Hills railroad at Norfolk; same at one mile west of Norfolk Junction; same at $1\frac{1}{2}$ miles west of Brook-

field; Union Pacific railroad at $5\frac{3}{4}$ miles west of Fremont; Omaha & Republican Valley railroad at three-quarters of a mile south of Wahoo; Burlington & Mo. River railroad at three-quarters of a mile south of Wahoo; same at $1\frac{1}{8}$ miles north of Lincoln; Missouri Pacific railroad at one-half mile north of Lincoln.

Number of highway crossings at grade.....	141
Number of highway crossings under railroad.....	19

FENCING IN NEBRASKA.

How many miles of your road in Nebraska are fenced?	6430
What is the average cost per rod? About.....\$	0 58
What is the total cost of same? About.....	23741 25
Give the number of miles needed on both sides of your track in each county in Nebraska:	
In Dodge county.....	28.26
In Cuming "	19.36
In Stanton "	5.00
In Madison "	17.48
In Pierce "	25.74
In Antelope "	27.38
In Knox "	2.52
In Holt "	30.49
In Brown "	45.63
In Cherry "	229.70
In Sheridan "	48.00
In Dawes "	94.00
In Sioux "	63.00
In Saunders "	14.97
In Lancaster "	5.88
In Colfax "	19.56
In Platte "	29.83
In Boone "	27.87
Total miles	734.67

ROLLING STOCK.

	LEASED.	OWNED.	TOTAL.
Number of locomotives.....	19	55	74
Number of passenger cars.....	12	10	22
Number of baggage, mail, and express cars.....	5	6	11
Number of box freight cars.....	400		400
Number of stock cars.....	190	500	690
Number of platform and coal cars.....	100	250	350
Number of other cars.....		37	37
Total number of cars.....	707	803	1510
Maximum weight of locomotives and tenders, 57 tons.			
Average weight of locomotives and tenders, 50 tons.			
Number of locomotives equipped with train brake.....			62
Kind of brake, Westinghouse air-brake.			
Maximum weight of passenger cars, 24 tons.			
Average weight of passenger cars, 22 tons.			
Number of cars equipped with train brake.....			33
Kind of brake, Westinghouse air-brake.			
Number of passenger cars equipped with Miller platform and buffer, all.			
The amount of tonnage that can be carried over your road, exclusive of cars, by an engine of given weight. Weight of engine, 43 tons; 212½ tons.			

TONNAGE OF ARTICLES TRANSPORTED.

	Tons.	Per cent.
Grain	125576	27.81
Flour	12194	2.70
Provisions (beef, pork, lard, etc.).....	3648	.81
Animals.....	79678	17.64
Other agricultural products	13396	2.97
Lumber and forest products.....	74101	16.47
Coal.....	35411	7.84
Plaster, lime, and cement	2458	.54
Salt	3504	.78
Petroleum and oil.....	2668	.59
Iron, steel, and castings	11010	2.44

	Tons.	Per Cent.
Stone and brick.....	10174	2.25
Merchandise and other articles not enumerated above..	75952	16.82
Crude ore.....	1529	.34
Total tons carried.....	451599	100.00

TONNAGE OF ARTICLES TRANSPORTED WITHIN THE STATE OF NEBRASKA.

	Tons.	Per cent.
Grain	125324	27.90
Flour	12013	2.67
Provisions (beef, pork, lard, etc.).....	3606	.80
Animals.....	79280	17.64
Other agricultural products.....	13300	2.96
Lumber and forest products.....	74029	16.48
Coal	35357	7.87
Plaster, lime, and cement.....	2458	.54
Salt	3504	.80
Petroleum and oil.....	2668	.60
Iron, steel, and castings.....	11010	2.45
Stone and brick.....	9630	2.14
Merchandise and other articles not enumerated above..	75554	16.85
Crude ore.....	1529	.34
Total tons carried.....	449262	100.00

ADDITIONAL QUESTIONS.

SLEEPING-CARS.

Do sleeping, parlor, or dining-cars run on your road, and if so, on what terms do they run, by whom are they owned, and what charges are made in addition to regular passenger rates? Sleeping-cars are run, owned by the Wagner Palace-car Co., which company makes and collects all charges in addition to passenger rates. Neither palace nor dining-cars are run.

What is the total amount paid by your company to palace or sleeping-car companies, to what companies, and the amount paid to each? Please state fully the arrangement by which these cars are run on your road, the terms, and who receives the earnings. This company pays nothing to palace or sleeping-car companies. The sleeping-car charges are paid by the passenger to the sleeping-car company.

UNITED STATES MAIL IN NEBRASKA.

What is the compensation paid you by the U. S. government for the transportation of its mails on your road in Nebraska, and on what terms of service? \$147.92 per mile per annum for 424.56 miles between Fremont and Rapid City. \$60.71 per mile per annum for 63.38 miles between Chadron and State Line (Wyo.). \$51.30 per mile per annum for 52.97 miles between Fremont and Lincoln. \$41.90 per mile per annum for 64.11 miles between Scribner and Lindsay. \$42.75 per mile per annum for 42.50 miles between Norfolk and Creighton.

What amount have you paid for receiving and delivering mail to and from stations on your road in Nebraska? Not kept separate.

TELEGRAPH.

What other company, if any, owns a line of telegraph on your right of way in Nebraska, and how many miles do each own? Built and used jointly by this company and Western Union Telegraph Co. About 691 miles.

TABULAR STATEMENT OF ACCIDENTS.

Causes of Accident.	KILLED.		INJURED.		
	Employees.	Others.	Passengers.	Employees.	Others.
Derailements.....				1	
Collisions	1				
Coupling cars.....				15	
Falling from trains			1		
Highway crossings.....	2				1
Miscellaneous	1		5	28	
Trespassers on track.....		2			3
Total	1	5	6	44	4

SUMMARY OF ACCIDENTS FOR NEBRASKA.

Number of persons killed during the year	6
Number of persons injured during the year	54
Number of casualties purely accidental during the entire year.....	18
Number resulting from lack of caution, carelessness, or misconduct.....	42
Number of persons injured while intoxicated.....	2
Number of trespassers on track killed.....	2
Number of trespassers on track injured	3
Number of tramps or others stealing rides killed or injured.....	1

REPORT
OF THE
CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA
RAILWAY COMPANY
FOR THE YEAR ENDING JUNE 30, 1887.

OFFICERS OF THE COMPANY, WITH LOCATION OF
OFFICES.

President—M. Hughitt, Chicago, Ills.
1st Vice President—M. L. Sykes, New York, N. Y.
Secretary—E. E. Woodman, Hudson, Wis.
Treasurer—M. L. Sykes, New York, N. Y.
Assistant Treasurer—S. O. Howe, New York, N. Y.
General Manager—E. W. Winter, St. Paul, Minn.
General Superintendent—J. M. Whitman, St. Paul, Minn.
Division Superintendents—Jas. McCabe, St. Paul, Minn.
 H. Spencer, Mankato, Minn.
 H. Jaynes, Omaha, Neb.
Chief Engineer—C. W. Johnson, St. Paul, Minn.
Superintendent of Telegraph—H. C. Hope, St. Paul, Minn.
Auditor—L. A. Robinson, St. Paul, Minn.
General Passenger Agent—T. W. Teasdale, St. Paul, Minn.
General Freight Agent—J. T. Clark, St. Paul, Minn.
General Counsel—J. H. Howe, St. Paul, Minn.

DIRECTORS.

Marvin Hughitt, Chicago, Ill.
M. L. Sykes, New York, N. Y.
J. M. Whitman, St. Paul, Minn.

J. H. Howe, St. Paul, Minn.
 E. W. Winter, St. Paul, Minn.
 J. A. Humbird, Hudson, Wis.
 Albert Keep, Chicago, Ill.
 C. Vanderbilt, New York, N. Y.
 W. K. Vanderbilt, New York, N. Y.
 H. McK. Twombly, New York, N. Y.
 C. M. Depew, New York, N. Y.
 D. P. Kimball, Boston, Mass.
 W. L. Scott, Erie, Pa.

Date of annual meeting of stockholders, first Saturday after first Thursday in June.

Fiscal year of the company ends December 31st.

General offices of the company are located at Hudson, Wis., St. Paul, Minn., 52 Wall St., New York.

CAPITAL STOCK.

Amount authorized by articles of association,	
\$50,000,000.	
Amount authorized by vote of the company,	
\$34,050,126.66.	
Amount of stock issued, number of shares, 339,834 and scrip.	
Amount of common stock issued (incl. scrip).....	\$21345640 02
Common stock to be issued for common stock St. P. & S. C. R. R. and C., St. P. & M. R'y outstanding.	57658 88
Amount of preferred stock issued.....	12643721 66
Preferred stock to be issued for St. P. & S. C. R. R. and C., St. P. & M. R'y preferred stock outstanding	3111 65
Total amount paid in, as per books of the company	*34050126 66
Amount of stock per mile of road, \$26,283.18.	
Amount of stock representing the road in Nebraska....	†5858257 99
Total number of stockholders	1234

* This includes \$4,280,599.99 in the company's treasury.

† Proportional on mileage basis.

DEBT.

Funded debt as follows:

First mortgage bonds C., St. P. & M. R'y, due May 1, 1918, rate of interest 6 per cent.....	\$ 3000000 00
Amount of interest paid on the same during the year, \$179,055. .	
First mortgage bonds N. Wis. R'y, due Jan. 1, 1930, rate of interest 6 per cent.....	800000 00
Amount of interest paid on the same during the year, \$48,000.	
First mortgage bonds H. & R. F. R'y, due July 1, 1908, rate of interest 8 per cent.....	125000 00
Amount of interest paid on the same during the year, \$10,000.	
First mortgage bonds St. P. & S. C. R. R., due April 1, 1919, rate of interest 6 per cent.....	*6080000 00
Amount of interest paid on the same during the year, \$364,920.	
First mortgage bonds St. P., S. & T. F. R'y, due Jan. 1, 1908, rate of interest 7 per cent.....	334800 00
Amount of interest paid on the same during the year, \$22,678.	
Cons. mortgage bonds C., St. P., M. & O. R'y, due Jan. 1, 1930, rate of interest 6 per cent.....	†12249167 14
Amount of interest paid on the same during the year, \$699,800.	
Depot ground bonds St. P., S. & T. F. R'y, rate of interest 10 per cent.....	‡30000 00
Land grant, inc. bonds C., St. P. & M. R'y, rate of interest 6 per cent (none paid) .....	§||1125 00
Total amount of funded debt.....	22620092 14

* Including \$10,000 in the company's treasury.

† Including \$377,167.14 in the company's treasury.

‡ All in the company's treasury.

§ Includes \$562.50 in the company's treasury.

| Convertible into C., St. P., M. & O. R'y Cons. mortgage bonds.

Floating debt:

This company properly speaking has no floating debt, there being sufficient cash on hand to pay all current liabilities.

Contingent liability as guarantor of bonds or debts of other roads, and consideration for such guaranty, first mortgage bonds Mpls. Eastern R'y Co., guaranteed by this company, \$75,000.

Amount of debt per mile of road, \$17,460.38.

Amount of debt representing the road in Nebraska, approx\$ 3891744 10

Total amount of stock and debt..... 56670218 80

Amount of stock and debt per mile of road, \$43,743.56.

Amount of interest paid representing the road in Nebraska, approx., \$229,525.05.

VALUATION.

It is impossible to separate cost of construction from equipment in stating the aggregate cost of road.

DESCRIPTION OF ROAD.**TRACK.**

The length of single main track owned by this company	1295.51
The length of single main track representing the road in Nebraska	126.81
The length of double main track owned by the company	20.79

BRANCHES.

The number of branch lines owned by the company in this state, and the length of single track on each respective branch:

Niobrara Line, Coburn Junction to Ponca.....	15.82
Norfolk Line, Emerson to Norfolk.....	46.50

Hartington Line, Wakefield to Hartington	33.76
The aggregate number of miles of side track belonging to the company	216.63
The number of miles of side track belonging to the company in this state.....	25.05
Number miles side track at each city of over five thousand inhabitants, and value of all of company's property at such points :	
B. Miles side track at Omaha, 6.12 miles.	

MILEAGE.

MILEAGE OF PASSENGER TRAINS.

The number of miles run by passenger trains during the year preceding this report.....	1789796
The number of miles run by switching trains during the year preceding this report.....	1177244
The number of miles run by all other trains, except passenger, freight, and switching trains, during the year preceding this report.....	493312

MILEAGE OF FREIGHT TRAINS.

The number of miles run by freight trains during the year preceding this report.....	2634598
Average number of cars in passenger trains.....	4.77
Average weight of passenger trains, exclusive of passengers (tons).....	123
Average number of cars in freight trains.....	19.92
Average weight of freight trains, exclusive of freight (tons)	219
Total train mileage.....	6094950

CAR MILEAGE.

Number of miles run by loaded freight cars east and north	16247831
Number of miles run by loaded freight cars west and south	23221398
Number of miles run by empty freight cars east and north.....	9062788

Number of miles run by empty freight cars west and south	2400747
Total freight car mileage.....	50932714
Percentage of empty freight cars hauled east and north to all freight cars hauled east and north.....	36
Percentage of empty freight cars hauled west and south to all freight cars hauled west and south.....	9

MILEAGE, TRAFFIC, ETC.

SPEED OF TRAINS IN NEBRASKA.

Maximum schedule rate of speed of passenger trains, including stops.....	24
Same of freight trains.....	12
Minimum schedule rate of speed of passenger trains, including stops.....	20
Same of freight trains.....	10

FREIGHT.

The number of tons of through freight carried during the year previous to the 30th day of June, A.D. 1887.....	1123180
Average cost per ton per mile to move through freight (approximately), \$0.007.	
The number of tons of local freight carried during the same period.....	1218904
Total tons of freight carried.....	2342084
Total mileage of through freight (tons carried one mile).....	179534022
Total mileage of local freight (tons carried one mile)...	214737225
Average cost per mile per ton to move local freight (approximately), \$0.0084.	
Total freight mileage, or tons carried one mile.....	394271247
Average rate per ton per mile received for through freight.....	\$0 0100
Average rate per ton per mile received for local freight	0 0133
Average rate per ton per mile received for all freight...	0 0118
Average cost per ton per mile to move all freight	\$0 0077

MONTHLY PASSENGER EARNINGS.

PASSENGER EARNINGS.

Passenger earnings for the month of July, 1886:

Received from local passengers, \$96,381.87.

Received from through passengers, \$44,096.57.

Received from all passengers	\$	140478	44
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Received from other sources, passenger department.....		22553	70
--	--	-------	----

Passenger earnings for the month of August, 1886:

Received from local passengers, \$93,217.09.

Received from through passengers, \$48,200.23.

Received from all passengers		141417	32
------------------------------------	--	--------	----

Received from other sources, passenger department.....		21684	12
--	--	-------	----

Passenger earnings for the month of September, 1886:

Received from local passengers, \$105,539.34.

Received from through passengers, \$52,104.88.

Received from all passengers		157644	22
------------------------------------	--	--------	----

Received from other sources, passenger department.....		19285	92
--	--	-------	----

Passenger earnings for the month of October, 1886:

Received from local passengers, \$91,131.59.

Received from through passengers, \$45,016.36.

Received from all passengers		136147	95
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Received from other sources, passenger department.....		20067	22
--	--	-------	----

Passenger earnings for the month of November, 1886:

Received from local passengers, \$83,880.47.

Received from through passengers, \$36,124.27.

Received from all passengers		120004	74
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Received from other sources, passenger department.....		19,739.29	
--	--	-----------	--

Passenger earnings for the month of December, 1886:

Received from local passengers, \$72,810.91.

Received from through passengers, \$32,203.49.

Received from all passengers		105014	40
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Received from other sources, passenger department.....		18372	87
--	--	-------	----

Passenger earnings for the month of January, 1887:

Received from local passengers, \$65,135.93.

Received from through passengers, \$25,436.30.

Received from all passengers		90572	23
------------------------------------	--	-------	----

Received from other sources, passenger department.....		17327	96
--	--	-------	----

Passenger earnings for the month of February, 1887:

Received from local passengers, \$53,415.42.	
Received from through passengers, \$18,862.70.	
Received from all passengers	\$ 72278 12
Received from other sources, passenger department.....	15778 56

Passenger earnings for the month of March, 1887:

Received from local passengers, \$96,276.04..	
Received from through passengers, \$28,608.70..	
Received from all passengers	134884 74
Received from other sources, passenger department.....	19124 46

Passenger earnings for the month of April, 1887:

Received from local passengers, \$109,517.16.	
Received from through passengers, \$46,258.19.	
Received from all passengers	155775 35
Received from other sources, passenger department.....	18693 24

Passenger earnings for the month of May, 1887:

Received from local passengers, \$97,276.11.	
Received from through passengers, \$47,525.01.	
Received from all passengers	144801 12
Received from other sources, passenger department.....	19718 58

Passenger earnings for the month of June, 1887:

Received from local passengers, \$101,852.36.	
Received from through passengers, \$48,662.17.	
Received from all passengers	150514 53
Received from other sources, passenger department.....	21077 54

PASSENGER TRAFFIC.

PASSENGER TRAFFIC.

Number of through passengers carried.....	149802
Number of local passengers carried.....	1088884
Total number of passengers carried.....	1238686
Total passenger mileage, or passengers carried one mile	59891921
Average distance traveled by each passenger (miles)....	48.3
Average amount received from each passenger.....	\$1 250
Highest rate of fare per mile for any distance.....	0 040
Lowest rate of fare per mile for any distance	0 010
Average rate of fare per mile for all passengers.....	0 025

RECAPITULATION.

Received from express and baggage.....\$	129062	50
Received from mails.....	104360	96
Total earnings passenger department for the year.....	1782956	62
Earnings per train mile run (1,789,796 miles), \$0.996.		

MONTHLY FREIGHT EARNINGS.

FREIGHT EARNINGS.

Freight earnings for the month of July, 1886.....	\$328025	83
Received from local freight, \$219,578.16.		
Received from through freight, \$109,898.35.		
Received from other sources, freight department, Dr. \$1450.68.		
Freight earnings for the month of August, 1886.....	334824	46
Received from local freight, \$205,531.33.		
Received from through freight, \$128,456.32.		
Received from other sources, freight department, \$836.81.		
Freight earnings for the month of September, 1886...	440401	60
Received from local freight, \$270,513.62.		
Received from through freight, \$167,629.87.		
Received from other sources, freight department, \$2258.11.		
Freight earnings for the month of October, 1886.....	494098	30
Received from local freight, \$289,750.06.		
Received from through freight, \$202,053.09.		
Received from other sources, freight department, \$229.515.		
Freight earnings for the month of November, 1886....	495212	23
Received from local freight, \$282,169.71.		
Received from through freight, \$213,645.21.		
Received from other sources, freight department, Dr. \$602.69.		

Freight earnings for the month of December, 1886.....	438975 98
Received from local freight, \$267,953.75.	
Received from through freight, \$169,638.17.	
Received from other sources, freight department, \$1,384.06.	
Freight earnings for the month of January, 1887.....	261202 68
Received from local freight, \$167,761.51.	
Received from through freight, \$93,949.23.	
Received from other sources, freight department, Dr. \$508.06.	
Freight earnings for the month of February, 1887.....	280022 21
Received from local freight, \$171,925.16.	
Received from through freight, \$108,075.	
Received from other sources, freight department, \$22.05.	
Freight earnings for the month of March, 1887.....	422580 67
Received from local freight, \$259,686.04.	
Received from through freight, \$161,161.11.	
Received from other sources, freight department, \$1733.52.	
Freight earnings for the month of April, 1887.....	363201 35
Received from local freight, \$240,189.62.	
Received from through freight, \$121,608.23.	
Received from other sources, freight department, \$1403.50.	
Freight earnings for the month of May, 1887.....	416998 01
Received from local freight, \$254,330.33.	
Received from through freight, \$159,982.19.	
Received from other sources, freight department, \$2685.49.	
Freight earnings for the month of June, 1887.....	377447 05
Received from local freight, \$215,995.54.	
Received from through freight, \$159,422.23.	
Received from other sources, freight department. \$2029.28.	

RECAPITULATION OF EARNINGS.

RECAPITULATION OF EARNINGS.

Total earnings of freight department for the whole year.....	\$ 4652990 37
Freight earnings per train mile run (2,684,598 miles run), \$1.766.	
Total transportation earnings.....	6485946 99
Earnings per train mile run, from all trains earning revenue (4,424,394 miles), \$1.454.	
Earnings per mile of road operated (1355.02 miles), \$4,749.70.	
Proportion of earnings for Nebraska.....	6-1126 27
Rents received for use of stations, etc.....	20163 29
Total earnings from all sources.....	6456110 28
Proportion of earnings for Nebraska, \$681,869.27.	

EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

APPROX. EXPENSE OF PASSENGER DEPARTMENT FOR THE YEAR.

Repairs of passenger locomotives.....	\$68904 09
Repairs of passenger, baggage, express, and mail cars..	102883 43
Passenger locomotive service ..	141500 07
Passenger train service	98507 36
Passenger train'supplies.....	21548 54
Mileage of passenger cars (debit balance).....	34655 80
Damages for loss of baggage.....	260 55
Damages to persons and property, inflicted by passenger trains.....	15490 01
Total cost of passenger service.....	488749 85

APPROX. EXPENSE OF FREIGHT DEPARTMENT FOR THE YEAR.

Repairs of locomotives except passenger locomotives ...	181264 26
Repairs of freight cars.....	224133 12
Locomotive service other than passenger service.....	299035 64

NEBRASKA BOARD OF TRANSPORTATION.

95

Train service other than passenger trains.....\$	200283	92
Supplies for trains other than passenger trains.....	5882	38
Mileage of cars other than passenger cars (credit balance).....	46842	79
Damages for loss of freight.....	12767	00
Damages to persons and property, inflicted by trains other than passenger trains.....	22049	06
Total expense of trains other than passenger trains....	898522	59
Fuel for all locomotives.....	566496	69
Water supply.....	29649	04
Oil and waste.....	44126	55
Telegraph expenses (maintenance and operating).....	92920	34
Agents and station service.....	423159	59
Station supplies.....	21912	24
Total expense of running and operating all trains.....	2560536	89

EXPENSES OF OPERATING THE ROAD.

Salaries of general officers and clerks.....	146847	76
Legal expenses.....	26507	66
Insurance.....	14300	71
Stationery and printing.....	40098	36
Outside agencies and advertising.....	58911	91
Contingencies.....	24023	87
Taxes in Nebraska, \$38,025.88.		
Taxes in other states, \$197,435.34. Total taxes.....	235161	22
Total.....	546151	49

MAINTENANCE OF WAY AND BUILDINGS (CHARGED TO OPERATING EXPENSES.)

Repairs of road-bed and track.....\$	599845	23
Renewal of rails.....	60472	55
(No. tons laid, steel, 12723.)		
(No. tons laid, iron, 8239.)		
Renewal of ties.....	119981	65
(No. laid, 440,480)		
Repairs of bridges, including culverts and cattle-guards.....	87052	90
Repairs of fences, road crossings, and signs.....	31751	94

Repairs of buildings, stations, and water-tanks.....	\$ 67434 04
Total	966538 31
Expenses Mo. river transfer.....	33101 18

RECAPITULATION.

Maintenance of way and buildings.....	966538 31
Maintenance of motive power and cars.....	577184 90
Conducting transportation.....	1983351 99
Expense Mo. river transfer	33101 18
General expenses, including taxes.....	546151 49
Total operating expenses and taxes.....	4106327 87
Operating expenses and taxes per mile of road operated (1355.02 miles), \$3030.46.	
Operating expenses and taxes per train mile, for trains earning revenue (4,424,324 miles), \$.928.	
Proportion of operating expenses and taxes for Neb....	515779 96
Expenses of running and management of passenger trains, approximated.....	1087595 65
Expenses of running and management of passenger trains, per train mile, approximated	0.6077
Expenses of running and management of freight trains, approximated.....	3018732 22
Expenses of running and management of freight trains, per train mile, approximated	1.1458
Expenses of running and management of all trains earning revenue.....	4106327 87
Percentage of expenses to earnings (63.60).	

GENERAL EXHIBIT FOR THE YEAR.

GENERAL EXHIBIT.

Total earnings.....	\$6456110 28
Total expenses, including taxes.....	4106328 87
Net earnings.....	2349781 41
Rentals, specifying amount paid to each company.....	112755 67
St. P., M. & M. R'y Co., \$21,457.79.	
M. & St. L. R'y Co., \$12,317.04.	

Ill. Central R. R., \$12,000.

St. Paul Union Depot Co., \$2,322.81.

Minneapolis Union R'y Co., \$64,658.03.

Interest accruing during the year.....	\$ 1837955	98
Interest paid during the year.....	1334448	00
Interest paid during the year on account of the road in Nebraska, approximated on mileage basis.....	229525	05
Interest on funded debt.....	1337955	98
Interest paid on funded debt.....	1334448	00
Dividends declared (per cent 6).....	675408	00
Interest falling due during the year and not paid.....	32010	00
Balance for the year.....	988493	68
Balance at commencement of the year.....	3100687	74
Balance at the close of the year, June 30, 1887.....	4089181	42

INCOME ACCOUNT FOR THE YEAR.

INCOME ACCOUNT.

Income from earnings.....	\$ 6456110	28
Income from lands sold or leased during the year.....	715535	19
Income from other sources.....	58206	43
Total income from all sources for the year.....	7229852	20
Proportion of the income for Nebraska.....	681869	27

GENERAL RECAPITULATION.

Total income.....	\$ 7229852	20
Total operating expenses and taxes.....	4106328	87
Net income above operating expenses and taxes.....	3123523	33
Net income above operating expenses, taxes, interest, rental, and loss in operating proprietary roads.....	1663901	68
Gross income per train mile run (4,424,394 miles), \$1.454.		
Net income per train mile run (4,424,394 miles), \$0.526.		
Percentage of net income to stock and debt (.0311).		
Percentage of net income to cost of road and equipment (.0827).		

SURPLUS.

SURPLUS.

Surplus at the commencement of the year.....	\$ 3100687 70
Surplus at the close of the year.....	4089181 42
The amount invested in railroad stocks and bonds.....	163900 00
Cash.....	1482235 92
The amount of its own stock owned by the company...	4647767 13
Amount in material and balances from other roads, and including earnings in course of collection.....	1860819 83

IMPROVEMENTS.

IMPROVEMENTS.

The amount expended for improvements during the year	\$ 510627 66
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EXPENDITURES FOR ROLLING STOCK.

The amount expended for locomotives.....	17895 64
The amount expended for freight cars.....	236853 53
The amount expended for baggage cars.....	8788 14

EXPENDITURES FOR STATIONS, BUILDINGS, ETC.

The amount expended for station-houses.....	14194 64
The amount expended for water-tanks.....	7929 40
The amount expended for round-houses	4843 56
The amount expended for all other buildings for the use of the road	2439 22
Extension of lines and branches.....	4189 10 91

GENERAL BALANCE SHEET, AT THE CLOSING OF
ACCOUNTS, JUNE 30, 1887.

DEBIT.

Cost of road and equipment.....	\$53888016 00
Supplies and material on hand.....	778281 64

Stocks and bonds owned	\$ 4797229	68
Advances to proprietary roads.....	1224147	51
Excess of cash and cash assets over current liabilities...	253675	50
Total	60936350	28

CREDIT

Funded debt.....	22620092	14
Common stock.....	21408293	35
Preferred stock.....	12646833	31
Land grant accounts.....	176950	06
Profit and loss.....	4089181	42
Total	60936350	28

PASSENGER RATES.

PASSENGER RATES.

The rate per mile charged for the carriage of passengers for each of the following months:

January, 1887.....	\$	.0244
February, 1887.....		.0250
March, 1887.....		.0261
April, 1887.....		.0272
May, 1887.....		.0260
June, 1887.....		.0259
July, 1886.....		.0234
August, 1886.....		.0263
September, 1886.....		.0262
October, 1886.....		.0288
November, 1886 .....		.0240
December, 1886.....		.0275

OTHER COMPANIES OPERATING ON YOUR ROAD,
ETC.

EXPRESS COMPANIES.

What express companies run on your road? Give the name of each of them, and what conditions as to rates, etc.; what kind of busi-

ness is done by them, and do you take their freights at the depot, or at the office of such express company? Wells-Fargo Express Co. They make their own rates, paying this company a per diem rate. They do a regular express business, such as is usually done by express companies. This company takes the freight at the depot. It is handled entirely by the express company's employees.

FREIGHT AND TRANSPORTATION COMPANIES.

What freight and transportation companies run on your roads? The cars of all transportation companies are allowed to run over this road. This company pays the usual mileage, $\frac{3}{4}$ cents per mile, for use of same. No preference is given to the freight or cars of any company.

COST OF ROAD AND EQUIPMENT.

CONSTRUCTION OF ROAD AND BRANCHES.

This company's road is formed by the consolidation and purchase of several distinct properties, the details of cost of which cannot be given.

Total cost of road and equipment.....	\$53883016 00
Average cost of road and equipment per mile (1295.51 miles).....	41592 74
Proportion of cost of road and equipment for Nebraska. *	*9270605 82
Average cost of road and equipment per mile in Nebraska (222.89 miles).....	41592 74

PROPERTY ACCOUNTS.

CHARGES AND CREDITS BY WHICH THE CAPITAL AND DEBT HAVE BEEN INCREASED DURING THE YEAR.

Grading, ballasting, and ditching.....	149410 32
Bridging and masonry	17370 86
Superstructure, including rails.....	206595 50
Land, land damages, and fences	240404 75

* Proportional on mileage basis.

Passenger and freight stations, coal sheds, and water stations.....	26292	78
Engine houses, car sheds, and turn-tables.....	2866	90
Machine shops, including machinery and tools.....	1976	66
Engineering, agencies, salaries, and other expenses during construction.....	1320	00
Purchase and construction of other lines (specifying same), and all particulars:		
North Wisconsin extension to Bayfield.		
Superior branch.		
Chippewa Falls & Northern R'y.		
Ashland Railway.		
Florence cut-off.		
Ext'n line River Falls to Ellsworth.		
Ellis patent flanges.		
Minnesota Transfer R'y	4244	29
Ext'n line Salem to Mitchell.....	347839	04
Change of line, Florence, Neb.....	13376	43
Double track extension, Stillwater Jc. to Nor. Wis. Jc.	51405	35
Total for construction.....	1063102	88

EQUIPMENT.

Locomotives.....	2	17895	64
Passenger, mail, baggage, and express cars.....	3	8788	14
Freight and other cars	468	236853	53
Total for equipment.....		263537	31
Total expenditures charged to property accounts		1323640	19
Sundry credits		109127	49
Net addition to property account for the year.....		1217512	70

DESCRIPTION OF ROAD.

Length main line of road owned from Elroy to E. St. Paul.....	195.18
Length main line of road owned from Nor. Wis. Jc. to Bayfield	178.24
Length main line of road owned from St. Paul to LeMars	243.97

Length main line of road owned from Sioux City to Omaha	127.75
Length main line of road in Nebraska, 126.81.	
Length main line of road in Minnesota, 205.45.	
Length main line of road in Wisconsin, 355.78.	
Length main line of road in Iowa.....	57.10
Length of double track on main line	20.79
Branches owned by this company :	
W. Eau Claire to Shaw's Mill.....	5.69
Ashland Jc. to Ashland, incl. shore line.....	2.74
Stillwater Jc. to Stillwater	3.30
Stillwater Jc. to St. Croix bridge.....	4.55
River Falls Jc. to Ellsworth	24.82
Lk. Crystal to Elmore	44.00
Heron Lk. to Pipestone.....	55.10
Sioux Falls Jc. to Mitchell	130.90
Luverne to Doon.....	28.00
Coburn Jc. to Ponca.....	15.82
Emerson to Norfolk	46.50
Merrillan to Niellsville.....	14.00
Eau Claire to Chicago Jc.....	80.62
Superior Jc. to Itaska St. switch.....	60.57
Wakefield to Hartington	33.76
Total length of branches owned by this company.....	550.37
Total length of branches owned by this company in Nebraska.....	96.08
Total length of branches owned by this company in Iowa.....	17.44
Total length of branches owned by this company in Wisconsin	188.44
Total length of branches owned by this company in Minnesota	160.04
Total length of branches owned by this company in Dakota	88.37
Total length of road belonging to this company.....	1295.51
Total length of road belonging to this company in Nebraska.....	222.89

Aggregate length of sidings and other tracks not above enumerated	216.63
Same in Nebraska.....	25.05
Aggregate length of track, computed as single track, exclusive of sidings.....	1316.80
Same in Nebraska.....	222.89
Total length of steel rails in tracks in Nebraska, exclusive of sidings.....	121.20
Total length of iron rails in tracks in Nebraska, exclusive of sidings	101.69
[Weight per yard, steel, 50, 56, 60, 65 lbs.]	
[Weight per yard, iron, 35, 45, 50 lbs.]	
Gauge of track, 4 feet 8½ inches.	

ROAD AND BRANCHES BELONGING TO OTHER COMPANIES, OPERATED
BY THIS COMPANY UNDER LEASE OR CONTRACT.

Name, description, and length of each:

St. Paul to Minneapolis.....	11.40
Minneapolis to Merriam Jc.....	27.00
LeMars to Sioux City.....	25.20
Superior to West Superior Trf. Yds.....	9.87
Wayne to Randolph.....	21.63
Rice's Point to Duluth.....	2.60
Total length of above roads.....	97.70
Total length of above roads in Nebraska.....	21.63
Total length of above roads in other states, specifying each:	
Minnesota	41.00
Wisconsin.....	9.87
Iowa.....	25.20
If any part of your road was first opened for operation during the past year, state the date. July 24, 4.19 miles; Nov. 14, 21.63 miles; June 24, 32.90 miles.	
Total miles of road operated by this company.....	1393.21
Total miles of road operated by this company in Nebraska.....	244.52

STATIONS.

Number of stations on all roads owned by this company.	224
Same in Nebraska (includes flag stations)	36
Number of stations on all roads operated by this company	226
Same in Nebraska	36
Number of telegraph offices in stations in Nebraska...	29

EMPLOYES.

Number of persons regularly employed on all roads operated by this company	approximated	5396
Same in Nebraska	"	560
Amount paid employees, including officials, on all roads operated by this company	2714424	73
Same in Nebraska.....	approximated	324373 75

BRIDGES IN NEBRASKA.

Wooden truss bridges over 100 feet in length	1
Combination bridges over 100 feet in length	1
Wooden trestle and pile	591

BOX CULVERTS IN NEBRASKA.

Timber	3
--------------	---

CATTLE-GUARDS.

Number of in Nebraska	125
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RENEWAL OF BRIDGES AND CULVERTS IN NEBRASKA.

Amount of timber used in renewals of wooden bridges during the year (feet B. M.), approx	30487
--	-------

BRIDGES BUILT WITHIN THE YEAR IN NEBRASKA

Blair, pile, oak piles and ties, pine timbers, September, 1886 (feet)	42
Near Wakefield, pile, oak piles and ties, pine timbers, September, 1886 (feet)	42

Total	84
Give the average number of years the trestle and pile bridges last on your road in Nebraska. 8 years.	
Give the average number of years that wooden truss bridges last on your road in Nebraska. 8 years.	

ROAD-BED AND TRACK.

Number of track sections in Nebraska.....	41
Average length of sections	6
Average number of men in each section gang.....	4
Number of new ties laid in track during the year in Nebraska	51760
Average number of new ties per mile of road.....	217
New rails laid in track during the year in Nebraska—steel (2403 $\frac{21}{2}$ $\frac{1}{4}$ tons), track miles.....	24 $\frac{3}{8}$ $\frac{6}{8}$ $\frac{8}{8}$
Total track laid with new rails during the year in Nebraska, miles.....	24 $\frac{3}{8}$ $\frac{6}{8}$ $\frac{8}{8}$
What is the average number of years that iron rails last in your track on main line in Nebraska? 3 years.	
What is the average number of years that iron rails last in your track on branches in Nebraska? 5 years.	
What is the average number of years that ties last in your track in Nebraska? 4 years.	

CROSSINGS IN NEBRASKA.

What railroad crosses your road at grade, and at what locality? Sioux City & Pacific R. R. at Blair.	
Number of highway crossings at grade	93
Number of highway crossings at which there are flagmen	1
Number of highway crossings over railroad.....	5
Number of highway crossings under railroad.....	2
Number of highway bridges 18 feet above track.....	5

FENCING IN NEBRASKA.

How many miles of your road in Nebraska are fenced?..	173
What is the average cost per rod? (approximated).....	\$ 0 70
What is the total cost of same.....	38752 00
How many miles of new fencing have you built during the year?.....	44
Give the number of miles needed on both sides of your track in each county in Nebraska:	
In Cuming county.....	4.0
In Blackbird "	4.0
In Dakota "	10.0
In Dixon "	7.0
In Cedar "	22.5
In Wayne "	16.5
In Madison "	2.5
Total miles	66.5

ROLLING STOCK.

	LEASED.	OWNED.	TOTAL.
Number of locomotives.....		196	196
Number of passenger cars.....		86	86
Number of baggage, mail, and express cars.....		47	47
Number of parlor cars		4	4
Number of pay and officers' cars.....		2	2
Number of dining cars		2	2
Number of box freight and caboose.....	470	3933	4403
Number of stock cars		410	410
Number of platform and coal cars.....		1696	1696
Number of other cars.....		15	15
Total number of cars.....	470	6391	6861
Maximum weight of locomotives and tenders, 77½ tons.			
Average weight of locomotives and tenders, 54½ tons.			
Number of locomotives equipped with train brake.....			114
Kind of brake, Westinghouse Automatic.			
Maximum weight of passenger cars, 28.9 tons.			

Average weight of passenger cars, 25.7 tons.	
Number of cars equipped with train brake, all passenger equipment	141
Kind of brake, Westinghouse Automatic.	
Number of passenger cars equipped with Miller platform and buffer.....	141

TONNAGE OF ARTICLES TRANSPORTED.

	Tons.	Per Cent. Approximated.
Grain	398236	16.79
Flour and mill stuffs.....	350610	14.97
Provisions (beef, pork, lard, etc.).....	10071	.48
Animals	78460	3.35
Other agricultural products	99070	4.23
Lumber and forest products.....	609879	26.04
Coal	191536	8.17
Plaster, lime, and cement.....	28808	1.23
Salt	10773	.46
Petroleum and oil.....	47	.01
Iron, steel, and castings, lead, and mineral prod.....	41689	1.78
Stone and brick.....	144038	6.15
Manufactures—articles shipped from point of production	37473	1.60
Merchandise and other articles not enumerated above	346394	14.79
Total tons carried	2342084	

**TONNAGE CROSSING THE MISSOURI RIVER TRANSFER AT COVINGTON, NEBRASKA, FOR THE YEAR
ENDING JUNE 30, 1887.**

East bound number of tons	48450
West bound number of tons.....	144030
Total tons.....	192480

TONNAGE OF ARTICLES TRANSPORTED WITHIN THE STATE OF NEBRASKA.

	Tons.	Per Cent. Approximated.
Grain	69913	26.72
Flour	39198	14.98
Provisions (beef, pork, lard, etc.).....	1126	.48
Animals	8772	3.35
Other agricultural products	11076	4.24
Lumber and forest products.....	42236	16.14
Coal	21393	8.15
Plaster, lime, and cement.....	3221	1.23
Salt.....	1204	.46
Petroleum and oil	026	.01
Iron, steel, and castings.....	4661	1.78
Stone and brick.....	16103	6.12
Manufactures—articles shipped from point of produc- tion	4189	1.61
Merchandise and other articles not enumerated above..	38727	14.78
Total tons carried	261845	

ADDITIONAL QUESTIONS.

UNITED STATES MAIL IN NEBRASKA.

What is the compensation paid you by the U. S. Government for the transportation of its mails on your road in Nebraska, and on what terms of service? \$67.55 on main line, \$42.75 on branches, per mile per annum. Terms prescribed by the U. S. Postoffice Department.

TELEGRAPH.

How many miles of telegraph are owned by your company in Nebraska? One-half of 222.89.

What other company, if any, owns a line of telegraph on your right-of-way in Nebraska, and how many miles do each own? One-half of 222.89. Western Union Telegraph Co.

TABULAR STATEMENT OF ACCIDENTS.

Causes of Accident.	Employees		Others Injured.
	Killed.	Injured.	
Coupling cars.....		2	
Getting on and off trains.....		1	
Miscellaneous.....		2	
Stealing rides.....			1
Trespassers on track.....	1		1
Total	1	5	2

SUMMARY OF ACCIDENTS FOR NEBRASKA.

Number resulting from lack of caution, carelessness, or misconduct. 8
 Number of trespassers on track killed..... 1
 Number of trespassers on track injured..... 1
 Number of tramps or others stealing rides killed or injured..... 1

REPORT
OF THE
CHICAGO, KANSAS & NEBRASKA RAILROAD
COMPANY,

FOR THE YEAR ENDING JUNE 30TH, 1887.

OFFICERS OF THE COMPANY, WITH LOCATION OF
OFFICES.

President—M. A. Low, Topeka, Kan.
Vice President—H. A. Parker, Topeka, Kan.
Secretary—C. F. Jilson, Topeka, Kan.
Treasurer—C. F. Jilson, Topeka, Kan.
General Manager—C. W. Fisher, Topeka, Kan.
Superintendent—W. I. Allen, Topeka, Kan.
Chief Engineer—H. A. Parker, Topeka, Kan.
Superintendent of Telegraph—A. R. Swift, Chicago, Ill.
Auditor—H. F. Morris, Topeka, Kan.
General Passenger Agent—John Sebastian, Topeka, Kan.
General Freight Agent—Dan Atwood, Topeka, Kan.

DIRECTORS.

M. A. Low, Topeka, Kan.
C. F. Jilson, Topeka, Kan.
D. Atwood, Topeka, Kan.
H. F. Morris, Topeka, Kan.
Geo. W. Samuel, St. Joseph, Mo.
Cyrus W. Fisher, Topeka, Kan.
H. A. Parker, Topeka, Kan.

Date of annual meeting of stockholders, second Wednesday in June of each year.

General offices of the company are located at Topeka, Kan.

CAPITAL STOCK.

Amount authorized by articles of association,
\$30,000,000.

Amount authorized by vote of the company,
\$30,000,000.

Amount of stock issued, number of shares,
125,878.

How was the same paid for? In what?

A. Money, \$366,600.

B. Bonds of townships and counties, (not yet sold)
\$221,200.

D. Construction, C., R. I. & P. Ry. Co.,
\$12,000,000.

Amount of stock issued, \$12,587,800.

Amount of common stock paid in, \$366,600.

Amount actually paid in, *\$366,600.

Total amount paid in as per books of the company, (see note).....	\$ 366600 00
Amount of stock per mile of road, \$28,240.23.	
Amount of stock representing the road in Nebraska...	3490983 00
Total number of stockholders.....	172

DEBT.

Funded debt as follows:

First mortgage bonds due July 1, 1934, rate of interest

6 per cent..... †7000000 00

Total amount of stock and debt..... 12587800 00

Amount of stock and debt per mile of road,
\$28,240.23.

*On account of advances by C., R. I. & P. Ry., \$12,000,000 of stock has been issued in favor of that company. (W. G. Purdy trustee.) The advances have not yet equalled the amount of stock.

†\$7,000,000 bonds sent to C., R. I. & P. Ry. Co. and not yet accounted for.

VALUATION.

VALUE OF ROAD-BED.

The estimated value of road-bed, including iron and bridges, and right of way, \$9,126,417.03.....	\$ 9125417 03
Estimated value of road-bed, including iron and bridges representing the road in Nebraska, \$2,530,782.32.	

VALUE OF ROLLING STOCK.

The estimated value of all rolling stock belonging to the road.....	1121737 63
The estimated value of the rolling stock representing the road, in Nebraska.....	311095 24

VALUE OF STATIONS, BUILDINGS, AND FIXTURES.

The estimated value of stations, buildings, and fixtures	315561 35
Estimated value of stations, buildings, and fixtures representing the road in Nebraska.....	87515 68
Total.....	10562716 01

DESCRIPTION OF ROAD.

TRACK.

The length of single main track owned by this company	445.74
The length of single main track representing the road in Nebraska.....	123.62
The aggregate number of miles of side track belonging to the company.	50.39
The number of miles of side track belonging to the company in this state.....	10.51
Number miles side track at each city of over five thousand inhabitants, and value of all of company's property at such points,	
B. Miles side track, 5.49 miles.	

MILEAGE.

MILEAGE OF PASSENGER TRAINS.

The number of miles run by passenger trains during the year preceding this report.....	68787
The number of miles run by all other trains except passenger, freight, and switching trains, during the year preceding this report.....	25661

MILEAGE OF FREIGHT TRAINS.

The number of miles run by freight trains during the year preceding this report.....	236234
Average number of cars in passenger trains.....	3
Average number of cars in freight trains.....	12.28

CAR MILEAGE.

Number of miles run by loaded freight cars east.....	360425
Number of miles run by loaded freight cars west.....	1460540
Number of miles run by empty freight cars east.....	997832
Number of miles run by empty freight cars west.....	81423
Total freight car mileage.....	2900220
Percentage of empty freight cars hauled east, to all freight cars hauled east.....	73.4
Percentage of empty freight cars hauled west, to all freight cars hauled west.....	5.2

MILEAGE, TRAFFIC, ETC.

SPEED OF TRAINS IN NEBRASKA.

Maximum schedule rate of speed of passenger trains, including stops.....	24
Same of freight trains.....	18
Minimum schedule rate of speed of passenger trains, including stops	18
Same of freight trains	15

FREIGHT.

The number of tons of through freight carried during the year previous to the 30th day of June, A.D. 1887	21321
The number of tons of local freight carried during the same period.....	16861
Total tons of freight carried.....	38182
Total mileage of through freight (tons carried one mile)	2047162
Total mileage of local freight (tons carried one mile)...	1283943
Total freight mileage, or tons carried one mile.	3331105
Average rate per ton per mile received for through freight.....	.0199
Average rate per ton per mile received for local freight	.023
Average rate per ton per mile received for all freight...	.0214
Percentage of freight originating at, and carried to, stations in Nebraska, to total freight carried in Nebraska. (This does not include supplies or material for the road).....	13

MONTHLY PASSENGER EARNINGS.

PASSENGER EARNINGS.

Passenger earnings for the month of November, 1886:	
Received from local passengers, \$111.55.	
Received from all passengers.....\$	111 55
Passenger earnings for the month of December, 1886:	
Received from local passengers, \$625.50.	
Received from all passengers.....	625 50
Passenger earnings for the month of January, 1887:	
Received from local passengers, \$666.26.	
Received from all passengers.....	666 26
Received from other sources, passenger department....	1 90
Passenger earnings for the month of February, 1887:	
Received from local passengers, \$688.38.	
Received from all passengers.....	688 38

Passenger earnings for the month of March, 1887:

Received from local passengers, \$1,428.71.	
Received from all passengers.....\$	1428 71
Received from other sources, passenger department.....	3 20

Passenger earnings for the month of April, 1887:

Received from local passengers, \$6577.55.	
Received from all passengers.....	6577 55
Received from other sources, passenger department.....	19 15

Passenger earnings for the month of May, 1887:

Received from local passengers, \$7,965.27.	
Received from through passengers, \$1,034.89.	
Received from all passengers.....	9000 16
Received from other sources, passenger department.....	43 59

Passenger earnings for the month of June, 1887:

Received from local passengers, \$10,669.28.	
Received from through passengers, \$853.31.	
Received from all passengers.....	11522 59
Received from other sources, passenger department.....	527 15

PASSENGER TRAFFIC.

PASSENGER TRAFFIC.

Number of through passengers carried.....	587
Number of local passengers carried.....	43006
Total number of passengers carried.....	43593
Total passenger mileage, or passengers carried one mile	1156732
Average distance traveled by each passenger.....	26.534
Average amount received from each passenger.....	.718
Highest rate of fare per mile for any distance.....	.030
Average rate of fare per mile for all passengers.....	.027
Received from express and baggage.....	985 66
Total earnings passenger department for the year.....	31215 69
Earnings per train mile run, 68687 miles, \$0.4578.	

MONTHLY FREIGHT EARNINGS.

FREIGHT EARNINGS.

Freight earnings for the month of December, 1886.....\$	11 94
Received from through freight, \$11.94.	
Freight earnings for the month of January, 1887.....	1374 38
Received from local freight, \$674.13.	
Received from through freight, \$700.25.	
Freight earnings for the month of February, 1887.....	3494 90
Received from local freight, \$2,088.20.	
Received from through freight, \$1,406.70.	
Freight earnings for the month of March, 1887.....	6475 28
Received from local freight, \$2,314.26.	
Received from through freight, \$4,161.02.	
Freight earnings for the month of April, 1887.....	16635 93
Received from local freight, \$6,654.37.	
Received from through freight, \$9,981.56.	
Freight earnings for the month of May, 1887.....	24674 29
Received from local freight, \$11,320.56.	
Received from through freight, \$13,353.73.	
Freight earnings for the month of June, 1887.....	20183 69
Received from local freight, \$7,041.02.	
Received from through freight, \$13,142.67.	

RECAPITULATION OF EARNINGS.

RECAPITULATION OF EARNINGS.

Total earnings of freight department for the whole year\$	72850 41
Freight earnings per train mile run, 236,234 miles run, \$0.3084.	
Total transportation earnings.....	104066 10
Proportion of earnings for Nebraska.....	24619 46
Rents received for use of stations, etc.....	8474 19
Car mileage (credit balances).....	34384 59
Total earnings from all sources.....	146924 88
Proportion of earnings for Neb., \$38,862.04.	

EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

EXPENSE OF PASSENGER DEPARTMENT FOR THE YEAR.

Repairs of passenger locomotives	\$4,255.71.	
Repairs of passenger, baggage, express, and mail cars,		
\$1,850.19.		
Passenger locomotive service,	\$5,660.11.	
Passenger train service,	\$1,329.99.	
Passenger train supplies,	\$608.71.	
Damages to persons and property inflicted by passenger		
trains,	\$976.55.	
Total cost of passenger service.....	\$	14681 26

EXPENSE OF FREIGHT DEPARTMENT FOR THE YEAR.

Repairs of locomotives, except passenger locomotives,		
\$8,511.42.		
Repairs of freight cars,	\$8,104.40.	
Locomotive service other than passenger service,		
\$11,320.21.		
Train service other than passenger trains,	\$6,831.74.	
Supplies for trains other than passenger trains,		
\$1,931.06.		
Damages for loss of freight,	\$52.50.	
Damages to persons and property inflicted by trains		
other than passenger trains,	\$1,953.10.	
Total expense of trains other than passenger		
trains	\$	38704 43
Fuel for all locomotives.....		22537 53
Water supply.....		191 05
Oil and waste.....		1651 94
Telegraph expenses (maintenance and operating).....		1050 94
Agents and station service.....		8063 51
Station supplies.....		1859 29
Total expense of running and operating all trains		88739 95

EXPENSES OF OPERATING THE ROAD.

Salaries of general officers and clerks.....	\$	11422	36
Stationery and printing.....		236	49
Outside agencies and advertising.....		45	43
Taxes in other states, \$1,792.86. Total taxes.....		1792	86
Total		13497	14

MAINTENANCE OF WAY AND BUILDINGS (CHARGED TO OPERATING EXPENSES).

Repairs of road-bed and track.....	31218	66
Repairs of bridges, including culverts and cattle-guards.....	4156	40
Repairs of fences, road crossings, and signs.....	269	91
Repairs of buildings, stations, and water-tanks.....	2525	13
Total	38170	10

RECAPITULATION.

Maintenance of way and buildings.....	38170	10
Maintenance of motive power and cars.....	63891	51
Conducting transportation.....	24848	44
General expenses, including taxes.....	13497	14
Total operating expenses and taxes.....	140407	19
Operating expenses and taxes per mile of road operated, (331.03 miles), average for June, 1887, \$2,089.58.		
Operating expenses and taxes per train mile run, for trains earning revenue (305,021 miles), \$0.4603.		
Proportion of operating expenses and taxes for Nebraska	38940	05
Expenses of running and management of passenger trains.....	21767	87
Expenses of running and management of passenger trains, per train mile (cents).....	.3165	
Expenses of running and management of freight trains	55807	29
Expenses of running and management of freight trains, per train mile, (cents).....	.2362	
Percentage of operating expenses to earnings, 95½ to 100.		

GENERAL EXHIBIT FOR THE YEAR.

GENERAL EXHIBIT.

Total earnings.....	\$ 146924 88
Total expenses, including taxes.....	140407 19
Net earnings	6517 69
Rentals, specifying amounts paid to each company.....	13813 61
St. Joe & Grand Island R. R., \$13,125.00.	
Sundry buildings and stations, \$688.61.....	13813 61
Interest accruing during the year, \$247,359.72.	
Interest paid during the year.....	54189 35
Interest paid during the year on account of the road in Nebraska, \$150,286.88.	
Interest on floating debt.....	241456 35
Interest paid on floating debt.....	48285 98
Interest falling due during the year and not paid.....	193170 37

INCOME ACCOUNT FOR THE YEAR.

INCOME ACCOUNT.

Income from earnings.....	\$ 146924 88
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GENERAL RECAPITULATION.

Total income.....	\$ 146924 88
Total operating expenses and taxes.....	140407 19
Net income above operating expenses and taxes.....	6517 69
Gross income per revenue train mile run (305,021 miles), \$0.4817.	

GENERAL BALANCE SHEET, AT THE CLOSING OF
ACCOUNTS, JUNE 30, 1887.

DEBIT.

Construction and equipment.....	\$10562716 01
Sundry stocks and bonds.....	86960 00
Accounts receivable.....	160981 62

Contingent liability of C., R. I. & P. Ry. Co. on stock.....	\$ 1442913 47
Amounts due from sundry counties and townships for stock issued for which bonds or cash has not yet been received.....	221200 00
Cash.....	369406 37
Interest paid during construction.....	54189 35
Total.....	12898366 82

CREDIT.

Capital stock	12587800 00
Received on sundry earning accounts.....	112540 29
Accounts payable	163641 94
Received on car mileage account	34384 59
Total.....	12898366 82

PASSENGER RATES.

PASSENGER RATES.

The rate per mile charged for the carriage of passengers for each of the following months:

February, 1887.....	.0300
March " .....	.0295
April " .....	.0225
May " .....	.0287
June " .....	.0300

OTHER COMPANIES OPERATING ON YOUR ROAD, ETC.

EXPRESS COMPANIES.

What express companies run on your road? Give the name of each of them, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company? The United States Express Co. Use our cars. Do express business. Take freight at the depots. Freight between St. Joseph and Nora or Nelson 81 cents per cwt. Freight between St. Joseph and Herington, Kan., 82½ cents per cwt.

COST OF ROAD AND EQUIPMENT.

CONSTRUCTION OF ROAD AND BRANCHES NOT REPORTED SEPARATELY.

Grading	\$ 2041897	31
Bridging and masonry.....	887977	80
Superstructure, including rails.....	4023751	93
Land, land damages, and fences.....	1793411	92
Passenger and freight stations, coal sheds, and water stations.....	177825	68
Engine houses, car sheds, and turn-tables, machine shops, including machinery and tools.....	96370	45
Interest paid during construction, discounts, etc.....	54189	85
Engineering, agencies, salaries, and other expenses during construction.....	419743	29
Total expended for construction.....	9495167	73
Average cost of construction per mile of road (445.74 miles).....	21302	03
Proportion of cost of construction for Nebraska.....	2683357	20
Locomotives	183363	00
Passenger, mail, baggage, and express cars.....	128150	81
Freight and other cars.....	794723	82
Wrecking-cars, pile-drivers, and tools.....	15500	00
Total for equipment.....	1121737	63
Average cost of equipment per mile of road operated by company, (331.3 miles).....	3385	87
Proportion of cost of equipment for Nebraska.....	311095	25
Total cost of road and equipment.....	10616905	86
Average cost of road and equipment per mile (445.74 miles).....	23818	61
Proportion of cost of road and equipment for Ne- braska, estimated.....	2944421	75
Average cost of road and equipment per mile in Ne- braska, (123.62 miles).....	23818	61

PROPERTY ACCOUNTS.

CHARGES AND CREDITS BY WHICH THE CAPITAL AND DEBT HAVE
BEEN INCREASED DURING THE YEAR.

Grading.....	\$	2041897	31
Bridging and masoury		887977	40
Superstructure, including rails.....		4023751	93
Land, land damages, and fences.....		1793411	92
Passenger and freight stations, coal sheds, water stations.....		177825	68
Engine houses, car sheds, turn-tables, and machine shops, including machinery and tools.....		96370	45
Engineering, agencies, salaries, and other expenses during construction.....		419743	29
Total for construction.....		9440978	38

EQUIPMENT.

Locomotives	20	183363	00
Passenger, mail, baggage, and express cars.....	30	128150	81
Freight, and other cars.....	1800	794723	82
Wrecking-cars, pile-drivers, and tools.....	4	15500	00
Total expenditures charged to property accounts.....		10562716	01

DESCRIPTION OF ROAD.

Length main line of road.....	445.74
Length main line of road in Nebraska.....	123.62
Length main line of road in Kansas.....	322.12
Total length of road belonging to this company.....	445.74
Total length of road belonging to this company in Nebraska	123.62
Aggregate length of sidings and other tracks not above enumerated	50.39
Same in Nebraska.....	10.51
Aggregate length of track, computed as single track, exclusive of sidings.....	445.74
Same in Nebraska.....	123.62

NEBRASKA BOARD OF TRANSPORTATION.

123

Total length of steel rails in tracks in Nebraska, exclusive of sidings	247.24
[Weight per yard, steel 60 pounds.]	
Gauge of track, 4 feet 8½ inches.	
Feet ballasted with stone during the year, covered by this report.....	12480
Total miles of road operated by this company	331.3
Total miles road operated by this company in Nebraska	117.0

STATIONS.

Number of stations on all roads owned by this company	64
Same in Nebraska.....	16
Number of stations on all roads operated by this company.....	64
Same in Nebraska.....	16
Number of telegraph offices in stations in Nebraska...	16

EMPLOYEES.

Number of persons regularly employed on all roads operated by this company, June, 1887, average....	4520
Same in Nebraska (estimated).....	1130
Amount paid employes, including officials, on all roads operated by this company, June, 1887 average.....\$	135614 27
Same in Nebraska, estimated.....	33903 57
Highest salary paid per annum.....	5000 00
Give title of officers? President and General Manager.	
Give duties of such officers? President and General Manager.	
Lowest salary or wages paid (per month)	10 00
Give class of employment? Mail carrier.	

BRIDGES IN NEBRASKA.

Iron bridges over 100 feet in length.....	5
Wooden trestle and pile	111

ARCH CULVERTS AND VIADUCTS IN NEBRASKA.

Less than 20 feet opening.....	6
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CATTLE-GUARDS.

Number of in Nebraska	300
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BRIDGES BUILT WITHIN THE YEAR IN NEBRASKA.

One and one-half miles east of DuBois, truss, one span, wrought iron, 1887 (feet).....	155
One and one-half miles west of Steinauer, wrought iron, 1887 (feet).....	60
One-half mile west of Hamilton, plate girder, one span, wrought iron, 1887 (feet).....	44
Two and one-half miles west of Hamilton, plate girder, one span, wrought iron, 1887 (feet).....	44
Three miles west of Hamilton, plate girder, one span, wrought iron, 1887 (feet).....	44
Three miles east of Beatrice, plate girder, one span, wrought iron, 1887 (feet).....	44
At Beatrice, truss, two span, wrought iron, 1887 (feet).....	220
Two and one-half miles west of Fairbury, truss, one span, wrought iron, 1887 (feet).....	110
Four and one-half miles east of Hebron, truss, one span, wrought iron, 1887 (feet).....	110
At Hebron, truss, one span, wrought iron, 1887 (feet)	110
Also 111 pile and trestle bridges.	
Total	941

ROAD-BED AND TRACK.

Number of track sections in Nebraska.....	21
Average length of sections (miles).....	5.50
Average number of men in each section gang	6

NEBRASKA BOARD OF TRANSPORTATION.

125.

Number of new ties laid in track during the year in Nebraska	370860.
Average number of new ties per mile of road.....	8000
New rails laid in track during the year in Nebraska. (steel, 12,646½ tons), miles.....	134.13.
Total track laid with new rails during the year in Nebraska, miles.....	134.13.

CROSSINGS IN NEBRASKA.

What railroad crosses your road at grade, and at what locality? Union Pacific railroad at Beatrice; Tecumseh branch B. & M. railroad at Beatrice, two crossings. Wymore branch R. & M. at Beatrice. St. Joe & Grand Island at Fairbury. B. & M. R. R. at Hebron.

What railroads cross your road, either over or under, and at what locality? B. & M. R. under C., K. & N. railroad at Pawnee City.

Number of highway crossings at grade.....	170.
Number of highway crossings over railroad.....	3.
Number of highway crossings under railroad.....	7
Number of highway bridges 18 feet above track.....	3.

FENCING IN NEBRASKA.

How many miles of your road in Nebraska are fenced?	87
What is the average cost per rod? Lineal.....\$:	0 55.
What is the total cost of same?.....	30582 24
How many miles of new fencing have you built during the year?	87
Give the number of miles needed on both sides of your track in each county in Nebraska. *.....	30.

*All of Nebraska line fenced September 1st. On account of the changing of position of the different fence gangs we cannot say how much was required in each county June 30th.

ROLLING STOCK.

	Owned.
Number of locomotives.....	20
Number of passenger cars.....	15
Number of baggage, mail, and express cars.....	15
Number of box freight cars.....	1200
Number of stock cars	300
Number of platform and coal cars.....	300
Number of other cars.....	4
Total number of cars.....	1804
Maximum weight of locomotives and tenders, 55 tons.	
Average weight of locomotives and tenders, 46.59 tons.	
Number of locomotives equipped with train brake, 2.	
Kind of brake, Westinghouse.	
Maximum weight of passenger cars, 25 tons.	
Average weight of passenger cars, 24 tons.	
Number of cars equipped with train brake, 30.	
Kind of brake, Westinghouse.	
Number of passenger cars equipped with Miller platform and buffer, 30.	

TONNAGE OF ARTICLES TRANSPORTED.

	Tons.	Per cent.
Grain	8014	21.00
Flour	413	1.10
Provisions (beef, pork, lard, etc.).....	283	.70
Animals.....	5982	15.70
Other agricultural products	541	1.40
Lumber and forest products.....	14103	37.00
Coal.....	1121	2.90
Plaster, lime, and cement	1045	2.70
Salt	213	.60
Petroleum and oil.....	60	.20
Iron, steel, and castings	492	1.30
Stone and brick.....	1112	2.90

Manufactures—articles shipped from point of production.....	400	1.00
Merchandise and other articles not enumerated above..	4403	11.50
Total tons carried.....	38182	100.00

TONNAGE OF ARTICLES TRANSPORTED WITHIN THE STATE OF NEBRASKA.

	Tons.	Per cent.
Grain.....	4420	26.50
Flour	76	.40
Provisions, (beef, pork, lard, etc.).....	21	.10
Animals	3496	21.00
Other agricultural products.....	82	.40
Lumber and forest products.....	5569	33.30
Coal.....	365	2.20
Plaster, lime, and cement.....	537	3.20
Salt.....	29	.20
Petroleum and oil.....	17	.10
Iron, steel, and castings.....	20	.10
Stone and brick.....	815	4.90
Manufactures—articles shipped from point of production.....	48	.30
Merchandise, and other articles not enumerated above	1212	7.30
Total tons carried	16707	100.00

ADDITIONAL QUESTIONS.

TELEGRAPH.

What other company, if any, owns a line of telegraph on your right of way in Nebraska, and how many miles do each own? The Western Union Telegraph Co. owns 123.62 miles.

TABULAR STATEMENT OF ACCIDENTS.

KILLED.

Getting on and off trains (employee).....	1
Total.....	1

SUMMARY OF ACCIDENTS FOR NEBRASKA.

Number of persons killed during the year.....	1
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REPORT
OF THE
ST. JOSEPH & GRAND ISLAND RAILROAD
COMPANY
FOR THE YEAR ENDING JUNE 30, 1887.

**OFFICERS OF THE COMPANY, WITH LOCATION OF
OFFICES.**

Chairman—Chas. F. Adams, Boston, Mass.
President—Jas. H. Benedict, New York.
Vice President—Sidney Dillon, New York.
Secretary—Alex. Millar, Boston, Mass.
Treasurer—Henry McFarland, Boston, Mass.
Comptroller—Oliver W. Mink, Boston, Mass.
General Manager—Daniel McCool, St. Joseph, Mo.
Master of Transportation—C. A. Fleming, St. Joseph, Mo.
Chief Engineer—Wm. Lush, St. Joseph, Mo.
Superintendent of Telegraph—C. A. Fleming, St. Joseph, Mo.
Auditor and Cashier—C. F. Smith, St. Joseph, Mo.
General Passenger Agent—Frank Milligan, St. Joseph, Mo.
General Freight Agent—Frank Milligan, St. Joseph, Mo.
General Solicitor—John Doniphan, St. Joseph, Mo.

DIRECTORS.

Chas. F. Adams, Boston, Mass.
Gardner M. Lane, Boston, Mass.
Fred'k L. Ames, Boston, Mass.
Elisha Atkins, Boston, Mass.
Sidney Dillon, Boston, Mass.

Jas. H. Benedict, New York, N. Y.
 Elias C. Benedict, New York, N. Y.
 Elias Asiel, New York, N. Y.
 William Strauss, New York, N. Y.
 Francis K. Pendleton, New York, N. Y.
 Jno. P. Usher, Lawrence, Kan.
 H. P. Dillon, Topeka, Kan.
 A. L. Williams, Topeka, Kan.

Date of annual meeting of stockholders, second Tuesday in June.

Fiscal year of the company ends December 31st.

General offices of the company are located at St. Joseph, Mo.

CAPITAL STOCK.

Amount authorized by articles of association,
 \$4,600,000.
 Amount of common stock issued and stock of constituent companies.....\$ 4600000 00
 Amount of common stock paid in, \$4,532,100.
 Stock of constituent companies, \$67,900.
 Total amount paid in, including stock of constituent companies, as per books of the company..... 4600000 00
 Amount of stock per mile of road, \$18,275.72.
 Amount of stock representing the road in Nebraska.... 2077950 00
 Total number of stockholders, 155.

DEBT.

Funded debt as follows:

First mortgage bonds due May 1, 1925, rate of interest
 6 per cent.....\$ 7000000 00
 Amount of interest paid on the same during the year,
 \$420,000.
 Second mortgage bonds due July 1, 1925, rate of interest
 5 per cent..... 1680000 00

Amount of interest paid on the same during the year,
\$84,000.

Total amount of funded debt.....	\$ 8680000 00
Contingent liability as guarantor of bonds or debts of other roads, and consideration for such guaranty.*	
Total amount of stock and debt.....	13280000 00
Amount of stock and debt per mile of road, \$52,761.22.	

VALUATION.

VALUE OF ROAD-BED.

The estimated value of the road-bed, including iron and bridges.....	\$ 1040175 37
Estimated value of road-bed, including iron and bridges representing the road in Nebraska.....	467375 37

VALUE OF ROLLING STOCK.

The estimated value of all rolling stock belonging to the road	254158 60
The estimated value of the rolling stock representing the road in Nebraska.....	114406 94

VALUE OF STATIONS, BUILDINGS, AND FIXTURES.

The estimated value of stations, buildings, and fix- tures	30380 00
Estimated value of stations, buildings, and fixtures, re- presenting the road in Nebraska.....	12735 00

VALUE OF OTHER PROPERTY.

Estimated value of all other property owned by the com- pany.....	12726 56
Estimated value of all other property owned by the company, representing the road in Nebraska.....	5728 42

*The St. Joseph & Grand Island R. R., and Union Pacific R'y Companies guarantee to the Kansas City & Omaha Railroad Co., certain net earnings in consideration of which the lines of railway of the three contracting parties are to be operated in harmony.

DESCRIPTION OF ROAD.

TRACK.

The length of single main track owned by this company	251.7
The length of single main track representing the road in Nebraska	113.7
The aggregate number of miles of side track belonging to the company	18 ³⁰⁸² ₅₁₈₆
The number of miles of side track belonging to the company in this state.....	7 ⁴⁶³ ₅₂₈₆

MILEAGE.

MILEAGE OF PASSENGER TRAINS.

The number of miles run by passenger trains during the year preceding this report.....	341515
The number of miles run by all other trains, except passenger, freight, and switching trains, during the year preceding this report.....	49630

MILEAGE OF FREIGHT TRAINS.

The number of miles run by freight trains during the year preceding this report.....	431381
Average number of cars in passenger trains.....	4
Average weight of passenger trains, exclusive of passengers (tons).....	124
Average number of cars in freight trains.....	15
Average weight of freight trains, exclusive of freight (tons)	203
Total train mileage.....	822526

CAR MILEAGE.

Number of miles run by loaded freight cars east and south	2454939
Number of miles run by loaded freight cars west and north	2912664

Number of miles run by empty freight cars east and south	1191931
Number of miles run by empty freight cars west and north.....	725725
Total freight car mileage.....	7285259
Percentage of empty freight cars hauled east and south to all freight cars hauled east and south.....	32.68
Percentage of empty freight cars hauled west and north to all freight cars hauled west and north.....	19.95

MILEAGE, TRAFFIC, ETC.

SPEED OF TRAINS IN NEBRASKA.

Maximum schedule rate of speed of passenger trains, including stops, (miles per hour).....	80
Same of freight trains, (miles per hour).....	15
Minimum schedule rate of speed of passenger trains, including stops, (miles per hour).....	25
Same of freight trains, (miles per hour).....	12

FREIGHT.

The number of tons of through freight carried during the year previous to the 30th day of June, A.D. 1887.....	42997
The number of tons of local freight carried during the same period.....	404517
Total tons of freight carried.....	447514
Total mileage of through freight (tons carried one mile).....	4936005
Total mileage of local freight (tons carried one mile)...	51759246
Total freight mileage, or tons carried one mile..	56695251
Average rate per ton per mile received for through freight.....	\$0 0195
Average rate per ton per mile received for local freight	0 0145
Average rate per ton per mile received for all freight...	0 0150

MONTHLY PASSENGER EARNINGS.

PASSENGER EARNINGS.

Passenger earnings for the month of July, 1886:		
Received from local passengers, \$17,545.51.		
Received from through passengers, \$3,366.65.		
Received from all passengers	\$	20912 16
Passenger earnings for the month of August, 1886:		
Received from local passengers, \$18,586.35.		
Received from through passengers, \$3,939.24.		
Received from all passengers		22525 59
Passenger earnings for the month of September, 1886:		
Received from local passengers, \$21,355.02.		
Received from through passengers, \$4,316.38.		
Received from all passengers		25671 30
Passenger earnings for the month of October, 1886:		
Received from local passengers, \$17,867.81.		
Received from through passengers, \$5,354.65.		
Received from all passengers		23222 46
Passenger earnings for the month of November, 1886:		
Received from local passengers, \$18,403.97.		
Received from through passengers, \$3,614.48.		
Received from all passengers		17018 45
Passenger earnings for the month of December, 1886:		
Received from local passengers, \$14,884.80.		
Received from through passengers, \$3,676.21.		
Received from all passengers		18561 01
Passenger earnings for the month of January, 1887:		
Received from local passengers, \$11,542.77.		
Received from through passengers, \$2,631.86.		
Received from all passengers		14174 63
Passenger earnings for the month of February, 1887:		
Received from local passengers, \$11,735.02.		
Received from through passengers, \$2,076.18.		
Received from all passengers	\$	13811 15
Passenger earnings for the month of March, 1887:		
Received from local passengers, \$14,834.94.		
Received from through passengers, \$3,486.51.		
Received from all passengers		18321 45

Passenger earnings for the month of April, 1887:	
Received from local passengers, \$12,710.84.	
Received from through passengers, \$3,573.98.	
Received from all passengers	16284 82
Passenger earnings for the month of May, 1887:	
Received from local passengers, \$13,469.13.	
Received from through passengers, \$3,677.48.	
Received from all passengers	17146 61
Passenger earnings for the month of June, 1887:	
Received from local passengers, \$14,484.63.	
Received from through passengers, \$4,001.78.	
Received from all passengers	18486 41

PASSENGER TRAFFIC.

PASSENGER TRAFFIC.

Number of through passengers carried.....	14875
Number of local passengers carried.....	213738
Total number of passengers carried.....	228613
Total passenger mileage, or passengers carried one mile	8147845
Average distance traveled by each passenger (miles)....	35.64
Average amount received from each passenger.....	\$0 9890
Highest rate of fare per mile for any distance.....	0 0300
Lowest rate of fare per mile for any distance	0 0150
Average rate of fare per mile for all passengers.....	0 0277

RECAPITULATION.

Received from express.	\$ 21900 00
Received from mails.....	19851 72
Total earnings passenger department for the year.....	267887 86
Earnings per train mile run (341515 miles), \$0.784767.	

MONTHLY FREIGHT EARNINGS.

FREIGHT EARNINGS.

Freight earnings for the month of July, 1886.....	\$53257	07
Received from local freight, \$45,130.50.		
Received from through freight, \$8,126.57.		
Freight earnings for the month of August, 1886.....	77479	43
Received from local freight, \$73,379.70.		
Received from through freight, \$4,099.73.		
Freight earnings for the month of September, 1886...	72894	13
Received from local freight, \$65,348.36.		
Received from through freight, \$7,550.77.		
Freight earnings for the month of October, 1886.....	94982	23
Received from local freight, \$83,083.55.		
Received from through freight, \$11,848.68.		
Freight earnings for the month of November, 1886....	71159	34
Received from local freight, \$61,430.31.		
Received from through freight, \$9,729.03.		
Freight earnings for the month of December, 1886.....	82927	63
Received from local freight, \$75,950.68.		
Received from through freight, \$6,976.95.		
Freight earnings for the month of January, 1887.....	72847	21
Received from local freight, \$67,920.38.		
Received from through freight, \$4,926.83.		
Freight earnings for the month of February, 1887.....	54687	20
Received from local freight, \$48,097.13.		
Received from through freight, \$6,590.07.		
Freight earnings for the month of March, 1887.....	108634	84
Received from local freight, \$95,264.45.		
Received from through freight, \$13,370.39.		
Freight earnings for the month of April, 1887.....	53298	41
Received from local freight, \$44,916.67.		
Received from through freight, \$8,381.74.		
Freight earnings for the month of May, 1887.....	50879	03
Received from local freight, \$44,798.80.		
Received from through freight, \$6,080.23.		
Freight earnings for the month of June, 1887.....	56116	86
Received from local freight, \$17,694.64.		
Received from through freight, \$8,422.22.		

RECAPITULATION OF EARNINGS.

RECAPITULATION OF EARNINGS.

Total earnings of freight department for the whole year.....	\$	849113	38
Freight earnings per train mile run (431,381 miles run), \$1.97.			
Total transportation earnings.....		1117001	24
Earnings per train mile run, from all trains earning revenue (772,896 miles), \$1.4452.			
Earnings per mile of road operated (251.7 miles), \$4,437.82.			
Proportion of earnings for Nebraska, $45\frac{17}{100}$ per cent..		504549	46
Miscellaneous earnings.....		40243	46
Total earnings from all sources.....		1157244	70
Proportion of earnings for Neb., $45\frac{17}{100}$ per cent		522727	43

EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

EXPENSE OF PASSENGER DEPARTMENT FOR THE YEAR.

Repairs of passenger, baggage, express, and mail cars..	7512	54
Total cost of passenger service.....	7512	54

EXPENSE OF FREIGHT DEPARTMENT FOR THE YEAR.

Repairs of locomotives.....	26435	23
Repairs of freight cars.....	20848	39
Locomotive service.....	60059	68
Train service	50614	16
Supplies for trains.....	5651	93
Mileage of cars, (debit balance).....	8664	32
Damages for loss of freight	807	67
Damages to persons and property.....	7613	97
All other expenses in connection with the running of trains.....	2933	83
Total expense of trains.....	183629	23
Fuel for all locomotives.....	75368	86

Water supply.....	\$ 9928 88
Oil and waste.....	6843 95
Telegraph expenses (maintenance).....	2012 48
Agents and station service and station supplies.....	100245 07
Total expense of running and operating all trains.....	194399 19

EXPENSES OF OPERATING THE ROAD.

Salaries of general officers and clerks.....	37487 00
Legal expenses.....	3321 49
Stationery and printing.....	5887 69
Outside agencies and advertising.....	594 36
Contingencies.....	3751 70
Taxes in Nebraska, \$26,952.49.	
Total taxes.....	59665 29
Total.....	110657 53

MAINTENANCE OF WAY AND BUILDINGS (CHARGED TO OPERATING EXPENSES.)

Repairs of road-bed and track	\$ 104233 46
Renewal of ties.....	62707 88
Repairs of bridges, including culverts and cattle-guards	35222 71
Repairs of fences, road crossings, and signs.....	5804 29
Repairs of buildings, stations, and water-tanks.....	8666 33
Total	216634 67

RECAPITULATION.

Maintenance of way.....	208952 73
Maintenance of motive power and cars.....	208365 16
Conducting transportation.....	210763 87
General expenses, including taxes.....	84751 90
Total operating expenses and taxes.....	712833 16
Operating expenses and taxes per mile of road operated (251.7 miles), \$2832.07.	
Operating expenses and taxes per train mile, for trains earning revenue (772,896 miles), \$0.9223.	
Proportion of operating expenses and taxes for Nebraska, $45\frac{17}{100}$ per cent.....	321986 74
Percentage of expenses to earnings ($61\frac{60}{100}$ per cent).	

GENERAL EXHIBIT FOR THE YEAR.

GENERAL EXHIBIT.

Total earnings.....	\$1157244	70
Total expenses, including taxes.....	712833	16
Net earnings.....	444411	54
Expense account.....	3196	05
Salary account.....	166	67
Interest paid during the year on account of the road in Nebraska, \$208,698.45.		
Interest paid on funded debt.....	462000	00
Balance for the year, (as corrected), deficit.....	16324	24
Balance at commence of the year, (as corrected), deficit	2903	23
Balance at the close of the year, June 30, 1888, (deficit)	19227	47

INCOME ACCOUNT FOR THE YEAR.

INCOME ACCOUNT.

Income from earnings.....	\$	444411	54
Income from other sources.....		4626	94
Total income from all sources for the year.....		449038	48
Proportion of the income for Nebraska, 45.17 per cent		202830	68

GENERAL RECAPITULATION.

Total income.....	1161871	64
Total operating expenses and taxes, etc.....	716195	88
Net income above operating expenses and taxes, etc....	445675	76
Net income above operating expenses, taxes, interest, and rental, (deficit).....	16324	24
Gross income per train mile run (772,896 miles), \$1.5032.		
Net income per train mile run (772,796 miles,) deficit.		
Percentage of net income to stock and debt, (deficit).		
Percentage of net income to cost of road and equip- ment, (deficit).		

SURPLUS.

SURPLUS.

Surplus at the commencement of the year, (deficit).....\$	2903 23
Surplus at the close of the year, (deficit).....	19227 47

IMPROVEMENTS.

IMPROVEMENTS.

The amount expended for improvements during the year.....\$	123439 08
---	-----------

EXPENDITURES FOR ROLLING STOCK.

To amount expended for steel rail and fittings.....\$	97798 94
---	----------

MISCELLANEOUS EXPENSES.

All other expenditures for the management of the road, maintenance of way, motive power, and cars, not heretofore enumerated.....\$	20994 34
---	----------

GENERAL BALANCE SHEET AT THE CLOSE OF
ACCOUNTS, JUNE 30, 1887.

DEBIT.

Cost of road and fixtures.....\$	13277414 57
Cash on hand and accounts receivable.....	313536 55
Kansas City & Omaha R. R. Co., Construction.....	484364 27
Bonds of Constituent Companies owned by the Company.....	16807 71
Income account.....	19227 47
Trustees, equipment and improvement fund.....	4178 79
Total	14115529 36

CREDIT.

Capital stock.....\$	4532100 00
Stock of constituent companies.....	67900 00
First mortgage bonds.....	6964000 00
Certificates for first mortgage bonds.....	5912 22
Second mortgage income bonds.....	1673000 00

NEBRASKA BOARD OF TRANSPORTATION.

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Certificates for second mortgage income bonds.....\$	6450 00
First mortgage bonds of constituent companies, funded interest, etc.....	59671 94
Second mortgage bonds of constituent companies, etc...	26500 00
First and second mortgage coupons unpaid.....	5065 00
Interest accrued, not due.....	70000 00
Kansas City & Omaha R. R. Co., subscription.....	668700 00
Accounts payable.....	36230 20
Total	14115529 36

PASSENGER RATES.

PASSENGER RATES.

The rate per mile charged for the carriage of passengers for each of the following months :

January, 1887 .....	.0296
February, " .....	.0293
March, " .....	.0286
April, " .....	.0300
May, " .....	.0300
June, " .....	.0300
July, 1886 .....	.0272
August, " .....	.0242
September, " .....	.0251
October, " .....	.0266
November, " .....	.0283
December, " .....	.0276

OTHER COMPANIES OPERATING ON YOUR ROAD,
ETC.

EXPRESS COMPANIES.

What express companies run on your road? Give name of each of them, and what conditions as to rates, etc.; what kind of business done by them, and do you take their freights at the depot, or at the office of such express companies? Pacific Express Company. We receive and deliver their freight at depots.

COST OF ROAD AND EQUIPMENT.

Total cost of road and equipment.....	\$18277414 57
Average cost of road and equipment per mile, (251.7 miles)	52750 95

PROPERTY ACCOUNTS.

CHARGES AND CREDITS BY WHICH THE CAPITAL AND DEBT HAVE BEEN INCREASED DURING THE YEAR.

Any other expenditures charged to property account...	25645 14
Steel rail and fittings, (1981 tons).....	97793 94
Total expenditures charged to property acc'ts...	123439 08

DESCRIPTION OF ROAD.

Length main line of road from St. Joseph to Grand Island, Neb.....	251.7
Length main line of road in Nebraska.....	113.7
Length main line of road in Kansas.....	138
Total length of road belonging to this company.....	251.7
Total length of road belonging to this company in Nebraska	113.7
Aggregate length of sidings and other tracks not above enumerated, 18 miles 3082 feet.	
Same in Nebraska, 7 miles 463 feet.	
Aggregate length of track, computed as single track, exclusive of sidings, 251.7 miles.	
Same in Nebraska, 113.7 miles.	
Total length of steel rails in tracks in Nebraska, exclusive of sidings, 88.6 miles.	
Total length of iron rails in tracks in Nebraska, exclusive of sidings, 25.1 miles.	
[Weight per yard, steel 54 and 60].	
[Weight per yard, iron 50].	

Gauge of track, 4 ft. 8½ inches.

Total number of miles ballasted with stone, 10 miles.

Miles ballasted with stone during year covered by this report, 2 miles.

STATIONS.

Number of stations on all roads owned by this company	36
Same in Nebraska.....	14
Number of stations on all roads operated by this company.....	36
Same in Nebraska.....	15
Number of telegraph offices in stations in Nebraska....	15

EMPLOYEES.

Number of persons regularly employed on all roads operated by this company.....	633
Same in Nebraska.....	252
Amount paid employes, including officials, on all roads operated by this company.....\$	493562 84
Same in Nebraska.....	109668 00
Highest salary paid per annum.....	6000 00
Give title of officer? General manager.	
Give duties of such officer? General direction of all business relating to the operation of the road.	
Lowest salary or wages paid.....	180 00
Give class of employment? Janitor.	

BRIDGES IN NEBRASKA.

Wooden trestle and pile.....	195
------------------------------	-----

BOX CULVERTS IN NEBRASKA.

Timber.....	4
Stone	15

CATTLE-GUARDS.

Number in Nebraska.....	4
-------------------------	---

RENEWAL OF BRIDGES AND CULVERTS IN NEBRASKA.

Amount of timber used in renewals of wooden bridges during the year, (feet B. M.)	480868
--	--------

BRIDGES BUILT WITHIN THE YEAR IN NEBRASKA.

Give the average number of years the trestle and pile
bridges last on your road in Nebraska. 8 years.

Give the average number of years that wooden truss
bridges last on your road in Nebraska. 8 years.

ROAD-BED AND TRACK.

Number of track sections in Nebraska..	19
Average length of sections, 6 miles.	
Average number of men to each section gang.....	5
Average number of new ties per mile of road.....	2800
Total track laid with new rails during the year in Nebraska, miles, 46.10 miles.	
What is the average number of years that iron rails last in your track on main line in Nebraska? 6 to 13 years.	
What is the average number of years that ties last in your track in Nebraska? 6 to 10 years.	

CROSSINGS IN NEBRASKA.

What railroad crosses your road at grade, and at what
locality? Chicago, Kansas & Nebraska R. R. at
Fairbury. Burlington & Mo. River R. R. at
Endicott. Burlington & Mo. River R. R. at Bel-
videre. Burlington & Mo. River R. R. at Edgar.
Burlington & Mo. River R. R. at Hastings.

ROLLING STOCK.

Number of locomotives.....	26
Number of passenger cars.....	8
Number of baggage, mail, and express cars.....	8
Number of officers' cars.....	1
Number of box freight cars.....	460
Number of stock cars.....	99
Number of platform and coal cars.....	92
Number of other cars.....	13
Total number cars.....	681
Maximum weight of locomotives and tenders (128½ tons).	
Average weight of locomotives and tenders (43.4 tons).	
Number of locomotives equipped with train brake.....	23
Kind of brake? Westinghouse air brake.	
Maximum weight of passenger cars (198 tons).	
Average weight of passenger cars (22 tons).	
Number of cars equipped with train brake, 1 officers; 16 passenger; 500 freight.	
Kind of brake? Westinghouse air brake.	
Number of passenger cars equipped with Miller plat- form and buffer.....	17

TONNAGE OF ARTICLES TRANSPORTED.

	Tons.	Per cent.
Grain	141206.1877	81.56
Flour	8323.1890	1.85
Provisions (beef, pork, lard, etc.).....	790.1822	.18
Animals.....	28827.1615	6.44
Other agricultural products.....	10508.0947	2.35
Lumber and forest products.....	41850.0085	9.24
Coal	37348.1819	8.35
Stone and brick.....	38354.1345	8.57
Manufactures—articles shipped from point of production	108802.1669	24.20
Mdse. and other articles not enumerated above....	32505.1661	7.26
Total tons carried.....	447514.1730	100.00

TONNAGE OF ARTICLES TRANSPORTED WITHIN THE STATE OF NEBRASKA.

	Tons.	Per cent.
Grain.....	2098.0310	.73
Flour.....	1455.1932	.49
Provisions (beef, pork, lard, etc.).....	90.1294	.03
Animals.....	897.0885	.30
Other agricultural products.....	669.0875	.22
Lumber and forest products.....	3337.1155	1.12
Coal.....	5672.1515	1.90
Plaster, lime, and cement.....	3224.0660	1.08
Stone and brick.....	7234.1470	2.42
Manufactures—articles shipped from point of production		
Mdse. and other articles not enumerated above.....	5200.1934	1.71
Total tons carried.....	29882.030	100.00

ADDITIONAL QUESTIONS.

SLEEPING-CARS.

Do sleeping, parlor, or dining-cars run on your road, and if so, on what terms do they run, by whom are they owned, and what charges are made in addition to regular passenger rates? Yes sir. Pullman Palace Car Co.

TELEGRAPH.

What other company, if any, owns a line of telegraph on your right of way in Nebraska, and how many miles do each own? Western Union Telegraph Co. 113.7 miles in Nebraska.

TABULAR STATEMENT OF ACCIDENTS.

Causes of Accident.	KILLED.		INJURED.	
	Employer.	Others.	Passengers.	Employer. Others.
Coupling cars.....	1			1
Falling from trains				1
Miscellaneous				1
While intoxicated		1		
Total	1	1		3

SUMMARY OF ACCIDENTS FOR NEBRASKA.

Number of persons killed during the year	2
Number of persons injured during the year	3
Number of casualties purely accidental during the entire year.....	2

REPORT
OF THE
UNION PACIFIC RAILWAY COMPANY,
FOR THE YEAR ENDING JUNE 30TH, 1887.

OFFICERS OF THE COMPANY, WITH LOCATION OF
OFFICES.

President—C. F. Adams, Boston, Mass.
1st Vice President—T. J. Potter, Omaha, Neb.
Assistant 1st Vice President—T. L. Kimball, Omaha, Neb.
Comptroller—Oliver W. Mink, Boston, Mass.
Secretary-Treasurer—Henry McFarland, Boston, Mass.
Assistant Treasurers—Jas. G. Harris, Boston, Mass.
Jas. M. Ham, New York, N. Y.
General Manager—T. J. Potter, Omaha, Neb.
Assistant General Manager—Geo. M. Cumming, Omaha, Neb.
General Superintendent, Acting—E. Dickinson, Omaha.
Superintendent—Robt. Blickensderfer, Omaha, Neb.
Division Superintendents—J. O. Brinkerhoff, Kans. Div., Kansas
City, Mo.
R. Blickensderfer, Neb. Div., Omaha,
Neb.
J. K. Choate, Colo. Div., Denver, Col.
C. E. Wurtele, Wyo. Div., Cheyenne,
Wyo.
R. Blickensderfer, Idaho Div., Omaha,
Neb.
Chief Engineer—V. G. Bogue, Omaha, Neb.
Superintendent of Telegraph—L. H. Korty, Omaha, Neb.
Auditor—Erastus Young, Omaha, Neb.
General Passenger Agent—J. S. Tebbets, Omaha, Neb.
General Freight Agent—J. A. Monroe, Omaha, Neb.
General Solicitor—John F. Dillon, New York, N. Y.

DIRECTORS.

C. F. Adams, Boston, Mass.
 F. L. Ames, Boston, Mass.
 Elisha Atkins, Boston, Mass.
 E. H. Baker, Boston, Mass.
 F. Gordon Dexter, Boston, Mass.
 M. D. Spaulding, Boston, Mass.
 H. H. Cook, New York, N. Y.
 S. Dillon, New York, N. Y.
 D. Dows, New York, N. Y.
 A. H. Green, New York, N. Y.
 Colgate Hoyt, New York, N. Y.
 T. J. Potter, Omaha, Neb.
 G. M. Dodge, Council Bluffs, Iowa.
 J. A. Rumrill, Springfield, Mass.
 John Sharp, Salt Lake City, Utah.

GOVERNMENT DIRECTORS.

Alex. C. Haskell, Georgetown, S. C.
 Franklin MacVeagh, Chicago, Ill.
 J. W. Savage, Omaha, Neb.
 F. R. Condert, New York, N. Y.
 M. A. Hanna, Cleveland, Ohio.
 Date of annual meeting of stockholders, last Wednesday in April.
 Fiscal year of company ends December 31.
 General offices of the company are located at Omaha, Neb.

CAPITAL STOCK.

Amount authorized by articles of association,	
\$61,000,000.	
Amount authorized by vote of the company,	
\$61,000,000.	
Amount of stock issued, number of shares,	
608,685	60868500 00

Amount of common stock issued.....	\$60868500 00
Total amount paid in as per books of the company.....	60868500 00
Amount of stock per mile of road, (1824.06 m.) \$33,369.79.	
Amount of stock representing the road in Nebraska, 25.546 per cent.....	15549467 01
Amount of stock held in Nebraska, * \$5,400.00.	
Total number of stockholders, 5,970.	
Number of stockholders in Nebraska, 2.*	

DEBT.

Funded debt as follows:

Name of Bond.	Amount Outstanding.
Union Pacific R. R. Co.	
First mortgage, due 1896-1899, 6 per cent.....	\$27229000 00
Land grant mortgage, due 1887-1889, 7 per cent.....	1174000 00
Sinking fund mortgage, due 1893, 8 per cent.....	12360000 00
Sinking fund registered, due 1893, 8 per cent.....	1988000 00
Collateral trust, due 1908, 6 per cent.....	4365000 00
Omaha bridge, due 1896, 8 per cent.....	1410000 00
Kansas Pacific Railway Co.	
Eastern division, first mortgage, due 1895, 6 per cent...	2240000 00
Middle division, first mortgage, due 1896, 6 per cent..	4063000 00
†Denver extension, first mortgage, due 1899, 6 per cent	6188000 00
Leavenworth branch, first mortgage, due 1896, 7 per cent	18000 00
†Consolidated mortgage, due 1916, 6 per cent.....	14855000 00
Income, due 1916, 7 per cent.....	45950 00
Income (subordinated), due 1916, 7 per cent.....	63250 00
Coupon certificates, due —, 6 per cent	927 50
• Denver Pacific Ry. and Telegraph Co.	
First mortgage land grant, due 1899, 7 per cent..	8000 00

* NOTE—December 31, 1886.

†Including \$630,000 held in Denver Extension Trust.

‡Including \$30,000 held in trust for benefit of Kansas Pacific bondholders.

Union Pacific Railway Co.

Trust five per cent, due 1907, 5 per cent	\$ 5497000 00
Trust five per cent, registered, due 1907, 5 per cent	18000 00
Omaha bridge renewal, due 1906, 5 per cent.....	211000 00

FUNDED DEBT.

United States subsidy.

Union Pacific R. R. Co., due 1896-1899, 6 per cent...	27236512 00
Kansas Pacific Ry. Co., due 1895-1898, 6 per cent.....	6303000 00
Total, June 30, 1887,.....	115273639 50

Floating debt:

Total amount of floating debt, net	219373 91
--	-----------

Amount of funded and floating debt per mile of road,
\$63,196.19.

Amount of debt representing the road in Nebraska,
\$29,447,522.44.

Total amount of stock and debt, and interest on U. S.
bonds.....*191735031 67

Amount of stock and debt per mile of road and inter-
est on U. S. bonds, \$105,114.43.

Amount of interest paid representing the road in Ne-
braska, \$1,325,398.73.

VALUATION.

VALUE OF ROAD-BED.

The estimated value of road-bed, including iron and
bridges (including rolling stock, stations, build-
ings, etc.), \$162,014,527.49. .

| VALUE OF OTHER PROPERTY. .

Estimated value of all other property owned by the
company†\$71226485 58

* Deducting \$660,000 bonds held in trust.

† Excluding granted lands remaining unsold.

DESCRIPTION OF ROAD.

TRACK.

The length of single main track owned by this company	1788.48
The length of single main track representing the road in Nebraska.....	463.53
The length of double main track owned by the company.....	5.57
The length of double main track owned by the company in this state.....	5.57

BRANCHES.

The number of branch lines owned by the company in this state, and the length of single track on each respective branch, one (single track).....	2.44
The number and length of branch lines leased or <i>otherwise controlled</i> by the company in this state, and the number of miles of single track thereof in Neb., Omaha & Rep. Valley Ry	401.85
The aggregate number of miles of side track belonging to the company.	408.58
The number of miles of side track belonging to the company in this state.....	121.90
The number of miles of side track in this state not enumerated above, and controlled by this company, O. & R. V. Ry. Co	38.13
Number miles side track at each city of over five thousand inhabitants, and value of all of company's property at such points,	
A. Value of property, * Omaha \$742,977.00, Grand Island, \$80,601.00.	
B. Miles side track, Omaha (45.08 miles), Grand Island (10.67 miles.)	

*Assessed valuation.

MILEAGE.

MILEAGE OF PASSENGER TRAINS.

The number of miles run by passenger trains during the year preceding this report	2382568
The number of miles run by switching trains during the year preceding this report	2809027
The number of miles run by all other trains except passenger, freight, and switching trains, during the year preceding this report.....	1997604

MILEAGE OF FREIGHT TRAINS.

The number of miles run by freight trains during the year preceding this report.....	5473758
Average number of cars in passenger trains.....	7.51
Average weight of passenger trains exclusive of locomotive and passengers	404218
Average number of cars in freight trains.....	24.68
Average weight of freight trains, exclusive of freight..	493600
Total engine mileage.....	12612952

CAR MILEAGE.

Number of miles run by loaded freight cars east and south	51752740
Number of miles run by loaded freight cars west and north	53788757
Number of miles run by empty freight cars east and south	14911484
Number of miles run by empty freight cars west and north	14714390
Total freight car mileage	135167371
Percentage of empty freight cars hauled east and south, to all freight cars hauled east and south.....	22.37
Percentage of empty freight cars hauled west and north, to all freight cars hauled west and north...	21.48

MILEAGE, TRAFFIC, ETC.

SPEED OF TRAINS IN NEBRASKA.

Maximum schedule rate of speed of passenger trains, including stops	23
Same of freight trains	14
Minimum schedule rate of speed of passenger trains, including stops	21
Same of freight trains.....	10

FREIGHT.

The number of tons of through freight carried dur- ing the year previous to the 30th day of June, A.D. 1887.....	303855
The number, of tons of local freight carried during the same period	4141927
Total tons of freight carried.....	4445782
Total mileage of through freight (tons carried one mile).....	302162975
Total mileage of local freight (tons carried one mile)..	740721055
Total freight mileage, or tons carried one mile..	1042884030
Average rate per ton per mile received for through freight, cts.....	0 888
Average rate per ton per mile received for local freight, cts	1 405
Average rate per ton per mile received for all freight, cts	1 256

MONTHLY PASSENGER EARNING.

PASSENGER EARNINGS.

Passenger earnings for the month of July, 1886:

Received from local passengers, \$311,379.36.	
Received from through passengers, \$31,428.10.	
Received from all passengers	342807 46

Passenger earnings for the month of August, 1886:

Received from local passengers, \$320,856.81.	
Received from through passengers, \$167,668.03.	
Received from all passengers.....	488524 84

Passenger earnings for the month of September, 1886:
 Received from local passengers, \$349,688.76.
 Received from through passengers, \$120,581.16.
 Received from all passengers 470269 92

Passenger earnings for the month of October, 1886:
 Received from local passengers, \$316,670.78.
 Received from through passengers, \$111,972.98.
 Received from all passengers 428643 76

Passenger earnings for the month of November, 1886:
 Received from local passengers, \$267,589.13.
 Received from through passengers, \$85,847.02.
 Received from all passengers \$353436 15

Passenger earnings for the month of December, 1886:
 Received from local passengers, \$232,528.64.
 Received from through passengers, \$74,977.24.
 Received from all passengers 307505 88

Passenger earnings for the month of January, 1887:
 Received from local passengers, \$183,165.26.
 Received from through passengers, \$51,559.56.
 Received from all passengers 234724 82

Passenger earnings for the month of February, 1887:
 Received from local passengers, \$205,313.45.
 Received from through passengers, \$39,612.04.
 Received from all passengers 244925 49

Passenger earnings for the month of March, 1887:
 Received from local passengers, \$301,220.97.
 Received from through passengers, \$48,879.72.
 Received from all passengers 350100 69

Passenger earnings for the month of April, 1887:
 Received from local passengers, \$320,971.03.
 Received from through passengers, \$85,017.21.
 Received from all passengers 405988 24

Passenger earnings for the month of May, 1887:
 Received from local passengers, \$308,628.90.
 Received from through passengers, \$81,908.65.
 Received from all passengers 390537 55

Passenger earnings for the month of June, 1887:

Received from local passengers, \$324,767.05.	
Received from through passengers, \$108,397.96.	
Received from all passengers	433165 01
Total for year	4450629 81

PASSENGER TRAFFIC.

PASSENGER TRAFFIC.

Number of through passengers carried.....	49114
Number of local passengers carried.....	1918876
Total number of passengers carried.....	1967990
Total passenger mileage, or passengers carried one mile	186764174
Average distance traveled by each passenger.....	94.90
Average amount received from each passenger.....	.226
Average rate of fare per mile for all passengers, cts	2.383

RECAPITULATION.

Received from passenger and baggage	4450629 81
Received from express	523764 14
Received from mails.....	609071 71
Total earnings passenger department for the year.....	5583465 66
Earnings per train mile run, 2332568 miles, \$2.39.	

MONTHLY FREIGHT EARNINGS.

FREIGHT EARNINGS.

Freight earnings for the month of July, 1886.....	1187567 94
Received from local freight, \$899,164.53.	
Received from through freight, \$238,403.41.	
Freight earnings for the month of August, 1886	1170765 21
Received from local freight, \$958,831.68.	
Received from through freight, \$211,933.53.	

Freight earnings for the month of September, 1886\$ 1178137 29

Received from local freight, \$978,480.26.

Received from through freight, \$199,657.03.

Freight earnings for the month of October, 1886.... 1359961 54

Received from local freight, \$1,131,946.68.

Received from through freight, \$228,014.86.

Freight earnings for the month of November, 1886 1116660 43

Received from local freight, \$931,835.01.

Received from through freight, \$184,825.42.

Freight earnings for the month of December, 1886.. 1075517 72

Received from local freight, \$926,525.21.

Received from through freight, \$148,992.51.

Freight earnings for the month of January, 1887... 838559 20

Received from local freight, \$702,183.45.

Received from through freight, \$136,375.75.

Freight earnings for the month of February, 1887.. 815234 02

Received from local freight, \$661,222.53.

Received from through freight, \$154,011.49.

Freight earnings for the month of March, 1887 1262393 34

Received from local freight, \$961,959.59

Received from through freight, \$300,433.75.

Freight earnings for the month of April, 1887..... 1070329 72

Received from local freight, \$734,986.65.

Received from through freight, \$335,343.07.

Freight earnings for the month of May, 1887 953194 19

Received from local freight, \$734,843.11.

Received from through freight, \$218,351.08.

Freight earnings for the month of June, 1887..... 1116365 54

Received from local freight, \$789,104.55.

Received from through freight, \$327,260.99.

Total for year 13094686 14

RECAPITULATION OF EARNINGS.

RECAPITULATION OF EARNINGS.

Total earnings of freight department for the whole year	\$13094686	14
Freight earnings per train mile run (5,473,753 miles run), \$2.39.		
Total transportation earnings.....	18678151	80
Earnings per train mile run, from all trains earning revenue, (7,806,821 miles), \$2.39.		
Earnings per mile of road operated 1824.06 miles	10239	88
Proportion of transportation earnings for Nebraska.....	4538345	96
Rents received for use of road	143737	60
Rents received for use of stations	28733	29
Car mileage (credit balances).....	9596	55
Earnings from all other sources	177773	97
Telegraph earnings, \$4,094.81.		
Total earnings from all sources.....	19087993	21
Proportion of total earnings for Neb.	4610550	37

EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

EXPENSES OF OPERATING THE ROAD.

Taxes in Nebraska, \$134400.00.	
Taxes in other states, \$472974.45. Total taxes	\$607374 45

MAINTENANCE OF WAY AND BUILDINGS (CHARGED TO OPERATING EXPENSES).

Renewal of rails	
(No. tons laid, steel, 10,007 $\frac{155}{2240}$.)	
(No. tons laid, iron, 1,502 $\frac{1274}{2240}$.)	
Renewal of ties	
(No. laid, 719,913.)	

CONDUCTING TRANSPORTATION.

Advertising	\$ 88934	44
Books, printing and stationery.....	76679	92
Cleaning and inspecting cars	173050	78

Conductors, baggagemen, and brakemen.....	\$ 589640	48
Foreign agencies	324711	22
General agents and clerks.....	262348	91
Injuries to individuals	89183	06
Loss and damage—baggage, <i>Cr</i>	285	54
Loss and damage—freight	34214	64
Loss and damage—property.....	18019	99
Loss and damage—stock killed	47869	80
Oil, tallow, and waste for cars.....	47020	12
Repairs of tenement houses and hotels.....	9880	46
Station agents, operators, and clerks.....	490389	87
Station labor	258259	15
Station expenses (except labor).....	52700	49
Station repairs and furniture	101582	18
Switchmen and yardmen	270433	63
Superintendence, dispatchers, and clerks.....	189727	94
Train expenses	86618	05
Telegraph expenses.....	35785	58
Use of cars	16584	77
Wrecking	19043	04
Total	3282242	43

MOTIVE POWER.

Books, printing, and stationery	4119	35
Boiler washers.....	22466	87
Engineers and firemen	983818	70
Fuel for locomotives.....	1060423	73
Fuel and light for engine houses and shops ...	30728	91
Oil, tallow, and waste.....	60785	44
Rent of locomotives	619	50
Repairs of locomotives.....	762513	60
Repairs of engine houses, turn tables, and machine shops	27149	04
Repairs of tools and machinery in machine shops	45599	11
Repairs and expenses of fuel stations	77729	22
Repairs and expenses of water stations.....	106575	83
Superintendence and clerks	50765	47
Watchmen.....	39235	66
Wipers.....	52253	10
Total	3274783	58

MAINTENANCE OF CARS.

Books, printing, and stationery.....\$	1533	86
Fuel and light for car shops.....	7238	88
Repairs of car shops and sheds	9608	19
Repairs of freight and caboose cars.....	609405	08
Repairs of passenger, baggage, mail, and express cars..	259080	39
Repairs of sleeping cars.....	63642	12
Repairs of tools and machinery in car shops	13810	24
Repairs of Westinghouse air brakes	48860	01
Superintendence and clerks	17162	93
Watchmen.....	18897	35
Total	1044233	55

MAINTENANCE OF WAY.

Ballast.....	10092	16
Books, printing, and stationery	1627	91
Engineering..	46478	10
Frogs and switches	37521	34
Labor repairing track.....	826640	56
Protection of river banks.....	16626	65
Renewal of cross ties.....	398181	38
Renewal of rails.....	34134	29
Repairs of bridges	131271	22
Repairs of fences, crossings, and cattle guards	41954	92
Repairs of snow sheds and fences	24366	26
Repairs of telegraph.....	3684	88
Repairs of work cars and tools	60358	54
Repairs and expenses of section houses, etc.....	12821	17
Removing snow and ice	32973	76
Spikes and rail fastenings.....	112604	98
Superintendence and supervision.....	43329	28
Track rental	3937	56
Watchmen.....	30661	52
Total	1869266	48

GENERAL EXPENSES.

Books, printing, and stationery	5821	63
Clerks in general offices.....	34393	81
Expenses of general offices	48736	78

NEBRASKA BOARD OF TRANSPORTATION.

161

Eastern expenses	\$ 226460	87
Incidentals.....	2246	53
Legal expenses	49406	61
Salaries and expenses of general officers	22743	13
Taxes—state, county, and city.....	607374	45
Insurance.....	39123	78
Total	1086307	59
Total expenses.....	10506833	58

RECAPITULATION.

Maintenance of way and buildings.....	2012118	56
Maintenance of motive power and cars.....	2061192	66
Conducting transportation.....	5318253	73
General expenses, including taxes	1120268	63
Total operating expenses and taxes.....	10506833	58
Operating expenses and taxes per mile of road operated, (1,824.06 miles).....	5760	14
Operating expenses and taxes per train mile run, for trains earning revenue (7,806,321 miles), \$1.35.		
Proportion of operating expenses and taxes for Ne- braska	2574710	19
Percentage of expenses to earnings, 55.19.		

GENERAL EXHIBIT FOR THE YEAR.

GENERAL EXHIBIT.

Total earnings.....	\$19037993	21
Total expenses, including taxes.....	10506833	58
Net earnings	8531159	63
Other payments.....	1599079	18
Interest paid during the year on account of the road in Nebraska, \$1344269.95.		
Interest paid on funded debt	5188331	45
Interest paid on floating debt.....	59896	03
Balance for the year	3956498	39
Balance at commencement of the year	13848554	20
Balance at the close of the year, June 30, 1887.....	17805052	59

INCOME ACCOUNT FOR THE YEAR.

INCOME ACCOUNT.

Income from earnings.....	\$ 19037993	21
Income from stock owned of connecting or other roads.....	504040	00
Income from bonds owned of connecting or other roads... ..	792720	00
Income from other sources.....	975385	42
Total income from all sources for the year.....	21310138	63
Proportion of the income for Nebraska*		

GENERAL RECAPITULATION.

Total income.....	\$21310138	63
Total operating expenses and taxes.....	10506833	58
Net income above operating expenses and taxes.....	10803305	05
Net income above operating expenses, taxes and interest	3956498	39
Gross income per train mile run (7,806,321 miles),†		
\$2.73.		
Net income per train mile run (7,806,321 miles),†		
\$1.384.		
Percentage of net income to stock and debt (.0563).		
Percentage of net income to cost of road and equipment (.0667).		

SURPLUS.

SURPLUS.

Surplus at the commencement of the year.....	\$13848554	20
Surplus at the close of the year.....	17805052	59

IMPROVEMENTS.

IMPROVEMENTS.

The amount expended for improvements during the year	\$ 1901311	00
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* Figured on a mileage basis by H. M. Waring, C. C. B. of T., proportion would be \$5,434,898.30.
† Passenger and freight train mileage only.

Figured on a mileage basis, the proportion of operating expenses, taxes, interest, and rental for Nebraska, would be : Operating expenses and taxes, \$3,086,807.31. Interest, \$1,844,269.95.
H. M. Waring, C. C. B. of T.

GENERAL BALANCE SHEET, AT THE CLOSING OF ACCOUNTS, JUNE 30, 1887.

DEBIT.

Cost of road and fixtures	\$155,071,109.44	
New construction.....	2,730,344.38	
New equipment	3,385,792.71	
Omaha bridge renewal.....	827,280.96	\$162014527 49
Investments:		
Bonds and stocks of other railroads...	34,363,524.30	
Bonds and stocks, miscellaneous.....	2,401,410.75	
Bonds and stocks held in the Kansas		
Pacific Consolidated Mtg. Trust ...	3,217,250.00	
Miscellaneous investments	797,453.37	
Advances to auxiliary companies:		
Payable in bonds and stock.....	1,477,364.06	48257002 48
Bonds and funds held in Denver Extension Skg. Fund		655903 94
Collateral trust sinking funds, etc.....		98248 53
Fuel, material, and stores on hand.....		2406564 71
Land contracts, land cash, etc		19808765 92
		233241013 07

CREDIT

Capital stock.....	60868500	00
Funded debt.....	81734127	50
U. S. 6 per cent currency bonds	33539512	00
Interest on currency bonds.....	\$39,136,666.88	
Less repaid by the company	23,103,148.12	16033518 26
Interest accrued not yet due.....	745732	46
Floating debt, net	219373	91
Income accounts:		
General income.....	\$17,805,052.59	
Income used from sinking funds	3,901,318.78	
Land and trust income.....	22,018,585.07	
	<u>\$43,724,956.44</u>	
Less: Deficit of U. S. requirements as compared with		
accrued interest on U. S. subsidy bonds, Feb. 1,		
1880, to date.....	\$3,624,707.50	40100248 94
		<u>\$233241013 07</u>

PASSENGER RATES.

PASSENGER RATES.

The rate per mile charged for the carriage of passengers for each of the following months:

January, 1887.....	\$ 2.357
February, 1887.....	2.425
March, 1887.....	2.373
April, 1887.....	2.443
May, 1887.....	2.445
June, 1887.....	2.394
July, 1886.....	1.826
August, 1886.....	2.746
September, 1886.....	2.640
October, 1886.....	2.251
November, 1886	2.436
December, 1886.....	2.305

OTHER COMPANIES OPERATING ON YOUR ROAD,
ETC.

EXPRESS COMPANIES.

What express companies run on your road? Give the name of each of them, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company? Pacific Express Company. It does a general express business; handles its own freight, receiving and delivering the same on the cars at the depot.

COST OF ROAD AND EQUIPMENT.

CONSTRUCTION OF ROAD AND BRANCHES.

Total cost of road and equipment.....	162014527 49
Average cost of road and equipment per mile (1824.06 miles).....	88820 83

Proportion of cost of road and equipment for Nebraska* \$11887843	25
Average cost of road and equipment per mile in Nebraska (465.97 miles)*.....	88820 88

PROPERTY ACCOUNTS.

INCREASED DURING THE YEAR.

Grading.....	\$	16563	68
Bridging and masonry		473122	68
Land, land damages, and fences		175872	62
Passenger and freight stations, coal sheds, and water stations.....		253912	29
Engine houses, car sheds, and turn-tables.....		13491	07
Machine shops, including machinery and tools.....		44971	07
Side track and double track extension, including rails, etc.....		205074	54
Total for construction.....		1183007	90

EQUIPMENT.

Locomotives.....	23	217124	23
New snow plows	4	13167	62
Passenger, mail, baggage, and express cars.....	14	62576	32
Air brake school car.....	1	4839	90
Steam shovels	2	12055	00
Steam wrecking car	1	9063	75
Freight and other cars	552	316334	24
Air brakes on.....	1422	65283	84
Hand brakes on.....	791	11748	05
Air brakes on locomotives		6110	15
Total for equipment.....		718303	10
On account old construction.....		1198	96
Total expenditures charged to property accounts		1902509	96
Net addition to property account for the year.....		1902509	96

*Answer based on proportion of road mileage in Nebraska to the total mileage, viz: 465.97 — 1824.06.

DESCRIPTION OF ROAD.

Length main line of road from Council Bluffs to western terminus	1038.46
Length main line of road from Kansas City to Denver	638.98
Length main line of road from Cheyenne to Denver..	106.09
Total main line.....	1783.48
Length main line of road in Nebraska	463.53
Length main line of road in other states—	
Iowa.....	2.36
Missouri.....	.51
Kansas	444.93
Colorado	297.43
Wyoming.....	499.55
Utah	75.17
Length of double track on main line.....	5.57
Same in Nebraska.....	5.57
Branches owned by this company	
Leavenworth to Lawrence Junction.....	31.88
Council Bluffs to Junction	1.65
Junction H. B. Omaha to C., St. P., M. & O. Ry.	2.44
Niles Junction to coal mines.....	.37
Almy Junction to coal mines	3.21
Armstrong to Wyandotte	2.08
Detroit to Enterprise.....	1.95
Total length of branches owned by this company.....	43.58
Total length of branches owned in Nebraska	2.44
Total length of branches owned by this company in other states—	
Iowa.....	1.65
Kansas.....	35.91
Wyoming.....	3.58
Total length of road belonging to this company.....	1827.06
Total length of road belonging to this company in Nebraska	465.97
Aggregate length of sidings and other tracks not above enumerated.....	408.58

NEBRASKA BOARD OF TRANSPORTATION.

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Same in Nebraska.....	121.90
Aggregate length of track, computed as single track, exclusive of sidings.....	1832.63
Same in Nebraska.....	471.54
Total length of steel rails in tracks in Nebraska, exclu- sive of sidings	471.54
[Weight per yard, steel 52-56-60-60½-67].	
Gauge of track, 4 ft. 8½ inches.	
Total number of miles ballasted with stone.....	18.10
Miles ballasted with stone during year covered by this report	5.12
Total miles of road operated by this company.....	1824.06
Total miles road operated by this company in Nebraska	465.97

STATIONS.

Number of stations on all roads owned by this company.	316
Same in Nebraska.....	81
Number of stations on all roads operated by this com- pany	316
Same in Nebraska.....	81
Number of telegraph offices in stations in Nebraska...	47

EMPLOYEES.

Number of persons regularly employed on all roads operated by this company	13458
Same in Nebraska	4129
Amount paid employes, including officials, on all roads operated by this company (operating expenses only).....	10209317 05
Same in Nebraska	3445759 92
Lowest salary or wages paid, \$4.00 per month.	
Give class of employment, station watchman.	

BRIDGES IN NEBRASKA.

Iron bridges over 100 feet in length.....	5
Wooden trestle and pile.....	459

ARCH CULVERTS AND VIADUCTS IN NEBRASKA.

Less than 20 feet opening.....	30
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BOX CULVERTS IN NEBRASKA.

Timber.....	47
Stone	29

CATTLE-GUARDS.

Number of in Nebraska.....	83
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RENEWAL OF BRIDGES AND CULVERTS IN NEBRASKA.

Amount of timber used in renewals of wooden bridges during the year (feet B. M.).....	294822
Timber culverts replaced with timber	4
Give the average number of years the trestle and pile bridges last on your road in Nebraska. 8 years.	
Give the average number of years that wooden truss bridges last on your road in Nebraska. 10 years.	

ROAD-BED AND TRACK.

Number of track sections in Nebraska.....	81
Average length of sections	5.8
Average number of men in each section gang.....	4
Number of new ties laid in track during the year in Nebraska	221817
Average number of new ties per mile of road.....	476
New rails laid in track during the year in Nebraska— steel (2715 tons), miles.....	27.36
Total track laid with new rails during the year in Ne- braska, miles.....	27.36
What is the average number of years that steel rails last in your track on main line in Nebraska? 12 to 14.	
What is the average number of years that steel rails last in your track on branches in Nebraska? 14 to 16.	
What is the average number of years that ties last in your track in Nebraska? Oak, 8 to 10. Pine, 5 to 6.	

CROSSINGS IN NEBRASKA.

What railroad crosses your road at grade, and at what locality? Chicago, St. Paul, M. & Omaha R. R. at Omaha. Burlington and Missouri River R. R. at Central City. Burlington & Missouri River R. R. at Columbus. Burlington & Missouri River R. R. at Grand Island. Missouri Pacific R. R. at Portal. Fremont, Elkhorn & M. V. R. R. at Fremont (near).

What railroads cross your road, either over or under, and at what locality? *Burlington & Mo. River R. R. at Summit (over grade). Burlington & Mo. River R. R. at Omaha (under bridge). Burlington & Mo. River R. R. at Portal (over grade).

Number of highway crossings at grade	362
Number of highway crossings at which there are flagmen	11
Number of highway crossings over railroad.....	2
Number of highway crossings under railroad.....	4
Number of highway bridges 18 feet above track.....	2

FENCING IN NEBRASKA.

How many miles of your road in Nebraska are fenced?..	247
What is the average cost per rod? 60 to 75 cents.	
How many miles of new fencing have you built during the year?.....	124
Give the number of miles needed on both sides of your track in Nebraska :	
Total miles	671

ROLLING STOCK.

	OWNED.	TOTAL.
Number of locomotives.....	372	372
Number of passenger cars.....	176	176
Number of baggage, mail, and express cars.....	77	77
Number of parlor and sleeping cars and officers' cars.....	52	52
Number of box freight cars	4817	4817
Number of stock cars and combination stock....	939	939
Number of platform and coal cars.....	1615	1615
Number of other cars.....	474	474
Total number of cars.....	8150	8150
Maximum weight of locomotives and tenders, 92 tons.		
Average weight of locomotives and tenders, 71 tons.		
Number of locomotives equipped with train brake.....		342
Kind of brake, Westinghouse Automatic.		
Maximum weight of passenger cars, 39 tons.		
Average weight of passenger cars, 26 tons.		
Number of passenger train cars equipped with train brake.....		295
Kind of brake, Westinghouse Automatic Air.		
Number of passenger cars equipped with Miller platform and buffer.....		318
The amount of tonnage that can be carried over your road, exclusive of cars, by an engine of given weight. Weight of engine, 116,500 lbs., 352 tons.		
Number of freight cars equipped with train brake.....		5564

TONNAGE OF ARTICLES TRANSPORTED.

	Tons.	Per Cent.
Grain	570641	12.836
Flour	77368	1.740
Provisions (beef, pork, lard, etc.).....	90895	2.044
Animals	381378	8.578
Other agricultural products	115628	2.601
Lumber and forest products.....	600437	13.506

NEBRASKA BOARD OF TRANSPORTATION.

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	Tons.	Per cent.
Coal and coke	1282492	28.847
Plaster, lime, and cement	68328	1.537
Salt	27112	.610
Petroleum and oil.....	44541	1.002
Iron, steel, and castings.....	91967	2.069
Stone and brick.....	124874	2.809
Manufactures—articles shipped from point of pro- duction	246588	5.547
Merchandise and other articles not enumerated above	651587	14.656
Crude ore (metallic ores)	71946	1.618
Total tons carried	4445782	100

TONNAGE CROSSING THE MISSOURI RIVER BRIDGE
AT OMAHA, NEBRASKA, FOR THE YEAR
ENDING JUNE 30, 1887.

East bound number of tons	415131
West bound number of tons.....	768380
Total tons.....	1183511
Cost of bridge across Missouri river, to June 30, 1887	3697178 47

TONNAGE OF ARTICLES TRANSPORTED WITHIN
THE STATE OF NEBRASKA.

	Tons.	Per Cent, Approximated.
Grain	357142	16.506
Flour	31099	1.436
Provisions (beef, pork, lard, etc.).....	67279	3.109
Animals	207744	9.601
Other agricultural products	58689	2.712
Lumber and forest products.....	338046	15.623
Coal and coke	260293	12.030
Plaster, lime, and cement.....	49356	2.282
Salt.....	13990	.647
Petroleum and oil	32029	1.480
Iron, steel, and castings.....	57920	2.677
Stone and brick.....	45805	2.117

	Tons.	Per cent.
Manufactures—articles shipped from point of production	109077	5.041
Merchandise and other articles not enumerated above	529886	24.490
Crude ore (metallic ores).....	5362	.248
Total tons carried	2163717	100

ADDITIONAL QUESTIONS.

SLEEPING-CARS.

Do sleeping, parlor, or dining-cars run on your road, and if so, on what terms do they run, by whom are they owned, and what charges are made in addition to regular passenger rates? The company owns a three-fourths' interest in the sleeping-cars run on its lines, and receives three-quarters of the net earnings of the same.

What is the total amount paid by your company to palace or sleeping-car companies, to what companies, and the amount paid to each? Please state fully the arrangement by which these cars run on your road, the terms, and who receives the earnings. No payments made on account of such cars, the company receiving three-quarters of the net income.

UNITED STATES MAIL IN NEBRASKA.

What is the compensation paid you by the U. S. Government for the transportation of its mails on your road in Nebraska, and on what terms of service? The Union division receives \$40,217.55 per month, the proportion for Nebraska, based on road mileage, being $\frac{465.97}{1041.01}$, equal to \$18,001.91.

What amount have you paid for receiving and delivering mail to and from stations on your road in Nebraska? \$1,008.00.

TELEGRAPH.

How many miles of telegraph are owned by your company in Nebraska? 253.9 miles poles. 775.8 miles wire.

What other company, if any, owns a line of telegraph on your right-of-way in Nebraska, and how many miles do each own? The Western Union Telegraph Co. owns jointly with this company, 209.6 miles poles. 1,229.6 miles wire.

LANDS—CONGRESSIONAL GRANT.

State the number of acres of land your company has already received from the congressional grants.

Union division..... 11,150,000.00

Kansas division 6,279,915.49

Cheyenne division 874,272.30 18,304,187.79

State the average price at which these lands have been sold or contracted by the company. U. D., \$2.53.

K. D., \$8.66. Chey. D., \$4.21.

State the number of acres sold. 11,615,669.41.

Amount unsold, 6,674,645 acres.

State the amount received from sales. \$7,931,438.29.

State the amount unpaid on outstanding contracts. \$13,663,478.55.

State the gross amount received from sales, contracts, forfeited contracts, etc., up to June 30, 1887.

\$24,982,171.14.

State the amount expended in sale and management of lands, and the amount of taxes paid on lands.

\$5,997,927.96.

State the amount realized from the sale of lands above the expenses incurred in the management and taxes, \$18,984,243.18.

TABULAR STATEMENT OF ACCIDENTS.

Causes of Accident.	Killed.			Injured.		
	Passen- gers	Em- ployes	Others	Passen- gers	Em- ployes	Others
Collisions		1				
Coupling cars.....		1			4	
Falling from trains.....					3	
Getting on and off trains.....				2		
Miscellaneous.....		3	2		4	4
Stealing rides.....			2			3
While intoxicated	1					1
Trespassers on track.....			5			7
Total	1	5	9	2	11	15

SUMMARY OF ACCIDENTS FOR NEBRASKA.

Number of persons killed during the year	15
Number of persons injured during the year	28
Number of casualties purely accidental during the year	9
Number resulting from lack of caution, carelessness, or misconduct	14
Number of persons killed while intoxicated	1
Number of persons injured while intoxicated.....	1
Number of trespassers on track killed.....	6
Number of trespassers on track injured.....	7
Number of tramps or others stealing rides killed or injured.....	5

REPORT
OF THE
OMAHA & REPUBLICAN VALLEY RAILWAY
COMPANY

FOR THE YEAR ENDING JUNE 30, 1887.

OFFICERS OF THE COMPANY, WITH LOCATION OF
OFFICES.

President—C. F. Adams, Boston, Mass.
Vice President—Elisha Atkins, Boston, Mass.
Secretary—Henry McFarland, Boston, Mass.
Treasurer—Henry McFarland, Boston, Mass.
Comptroller—Oliver W. Mink, Boston, Mass.
Assistant Secretary—Alex. Millar, Boston, Mass.
General Manager, T. J. Potter, Omaha, Neb.
Assistant General Manager—G. M. Cumming, Omaha, Neb.
General Superintendent, Acting—E. Dickinson, Omaha, Neb.
Chief Engineer—V. G. Bogue, Omaha, Neb.
Superintendent of Telegraph—L. H. Korty, Omaha, Neb.
Auditor—Erastus Young, Omaha, Neb.
General Traffic Manager—Thos. L. Kimball, Omaha, Neb.
General Passenger Agent—J. W. Morse, Omaha, Neb.
General Ticket Agent—C. S. Stebbins, Omaha, Neb.
General Freight Agent—J. A. Munroe, Omaha, Neb.
General Solicitor—J. F. Dillon, New York, N. Y.

DIRECTORS.

Chas. F. Adams, Boston, Mass.
Elisha Atkins, Boston, Mass.
Frederick L. Ames, Boston, Mass.

F. Gordon Dexter, Boston, Mass.

Ezra H. Baker, Boston, Mass.

Sidney Dillon, New York, N. Y.

T. J. Potter, Omaha, Neb.

Date of annual meeting of stockholders, first Wednesday of January.

Fiscal year of company ends December 31.

General offices of the company are located at Omaha, Neb.

CAPITAL STOCK.

Amount authorized by articles of association,
\$2,503,800.

Amount of stock issued, number of shares, 24819.

How was the same paid for? In what? Exchange
of stock in old constituent companies.

Amount of common stock issued.....\$ 2481900 00

Amount of stock per mile of road, authorized, \$5,000.

Amount of stock representing the road in Nebraska,
\$2,123,832.

Amount of stock held in Nebraska, \$1,000.

Total number of stockholders, 14.

Number of stockholders in Nebraska, 1.

DEBT.

Funded debt as follows:

O. & R. V. R. bonds due July 1, 1909, rate of interest 7 per cent.....\$ 2257000 00

O., N. & B. H. R. bonds due Jan. 1, 1911, rate of interest 7 per cent..... 977000 00

Marys. & B. V. bonds* 128000 00

Total amount of funded debt..... 3362000 00

Floating debt:

Incurred for interest, \$604,399.91.

Incurred for various purposes, \$407,521.77.

Total amount of floating debt..... 1011921 68

* Not yet issued.

Amount of debt per mile of road, \$9,314.14.

Amount of debt representing the road in Nebraska
\$3,742,888.47.

Total amount of stock and debt.....\$ 6855821 68

Amount of stock and debt per mile of road, \$14,599.28.

VALUATION.

Estimated value of road-bed and rolling stock.....\$ 6230269 22

DESCRIPTION OF ROAD:

TRACK.

The length of single main track owned by this company	469.60
The length of single main track representing the road in Nebraska	401.85
The aggregate number of miles of side track belonging to the company	48.48
The number of miles of side track belonging to the company in this state.....	38.18
Number miles side track at each city of over five thousand inhabitants, and value of all of company's property at such points,	
A. Value of property * { Lincoln, \$9,614.	
{ Beatrice, \$8,221.	
B. Miles side track { Lincoln, 2.01 miles.	
{ Beatrice, 2.42 miles.	

MILEAGE.

MILEAGE OF PASSENGER TRAINS.

The number of miles run by passenger trains during the year preceding this report..... 335779

* Assessed valuation.

The number of miles run by switching trains during the year preceding this report.....	141169
The number of miles run by all other trains except passenger, freight, and switching trains, during the year preceding this report.....	124869

MILEAGE OF FREIGHT TRAINS.

The number of miles run by freight trains during the year preceding this report.....	505839
Average number of cars in passenger trains.....	4.03
Average weight of passenger trains exclusive of passengers and locomotives.....	224910
Average number of cars in freight trains.....	16.51
Average weight of freight trains, exclusive of freight and locomotives.....	380200
Total engine mileage.....	1107656

CAR MILEAGE.

Number of miles run by loaded freight cars east and south	2803103
Number of miles run by loaded freight cars west and north.....	3097013
Number of miles run by empty freight cars east and south	1370433
Number of miles run by empty freight cars west and north	1080944
Total freight car mileage.....	8351492
Percentage of empty freight cars hauled east and south, to all freight cars hauled east and south.....	32.84
Percentage of empty freight cars hauled west and north, to all freight cars hauled west and north....	25.87

MILEAGE, TRAFFIC, ETC.

SPEED OF TRAINS IN NEBRASKA.

Maximum schedule rate of speed of passenger trains, including stops.....	23
Same of freight trains.....	13

NEBRASKA BOARD OF TRANSPORTATION.

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Minimum schedule rate of speed of passenger trains, including stops	21
Same of freight trains	10

FREIGHT.

The number of tons of through freight carried during the year previous to the 30th day of June, A.D. 1887	357181
The number of tons of local freight carried during the same period.....	589265
Total tons of freight carried.....	946446
Total mileage of through freight (tons carried one mile)	30973455
Total mileage of local freight (tons carried one mile)...	32872049
Total freight mileage, or tons carried one mile.	63845504
Average rate per ton per mile received for through freight .....(cents)	1.292
Average rate per ton per mile received for local freight	1.688
Average rate per ton per mile received for all freight...	1.496

MONTHLY PASSENGER EARNINGS.

PASSENGER EARNINGS.

Passenger earnings for the month of July, 1886:	
Received from local passengers, \$18,109.87.	
Received from through passengers, \$2,429.58.	
Received from all passengers	\$ 20539 45
Passenger earnings for the month of August, 1886:	
Received from local passengers, \$18,708.57.	
Received from through passengers, \$2,826.09.	
Received from all passengers	21534 66
Passenger earnings for the month of September, 1886:	
Received from local passengers, \$25,364.98.	
Received from through passengers, \$3,866.60.	
Received from all passengers	29281 58
Passenger earnings for the month of October, 1886:	
Received from local passengers, \$20618.80.	
Received from through passengers, \$3,797.96	
Received from all passengers	24416 76

Passenger earnings for the month of November, 1886:	
Received from local passengers, \$14,822.97.	
Received from through passengers, \$2,747.30.	
Received from all passengers	\$ 17570 27
Passenger earnings for the month of December, 1886:	
Received from local passengers, \$16,113.43.	
Received from through passengers, \$2,814.13.	
Received from all passengers	18927 56
Passenger earnings for the month of January, 1887:	
Received from local passengers, \$15,183.58.	
Received from through passengers, \$2,306.60.	
Received from all passengers	17490 18
Passenger earnings for the month of February, 1887:	
Received from local passengers, \$14,507.87.	
Received from through passengers, \$2,822.89.	
Received from all passengers	\$ 17380 26
Passenger earnings for the month of March, 1887:	
Received from local passengers, \$19,693.41.	
Received from through passengers, \$4,755.38.	
Received from all passengers	24448 79
Passenger earnings for the month of April, 1887:	
Received from local passengers, \$17,826.50.	
Received from through passengers, \$3,471.08.	
Received from all passengers	21297 58
Passenger earnings for the month of May, 1887:	
Received from local passengers, \$17,910.45	
Received from through passengers, \$3,650.59.	
Received from all passengers	21561 04
Passenger earnings for the month of June, 1887:	
Received from local passengers, \$19,503.94.	
Received from through passengers, \$4,016.87.	
Received from all passengers	23520 81
Total for year.....	257868 94

PASSENGER TRAFFIC.

PASSENGER TRAFFIC.

Number of through passengers carried.....	23796
Number of local passengers carried.....	292120
Total number of passengers carried.....	315916
Total passenger mileage, or passengers carried one mile	9420726
Average distance traveled by each passenger (miles)....	29.82
Average amount received from each passenger.....	\$0 82
Average rate of fare per mile for all passengers..(cents)	2.737

RECAPITULATION.

Received from passengers and baggage.....\$	257868 94
Received from express.	9636 65
Received from mails.....	26377 74
Total earnings passenger department for the year.....	293888 33
Earnings per train mile run (335,779 miles), \$0.88.	

MONTHLY FREIGHT EARNINGS.

FREIGHT EARNINGS.

Freight earnings for the month of July, 1886.....	\$73535 12
Received from local freight, \$58,220.43.	
Received from through freight, \$15,314.69.	
Freight earnings for the month of August, 1886.....	69006 81
Received from local freight, \$51,627.22	
Received from through freight, \$17,379.59.	
Freight earnings for the month of September, 1886...	73632 00
Received from local freight, \$51,404.54.	
Received from through freight, \$22,227.46.	
Freight earnings for the month of October, 1886.....	84579 40
Received from local freight, \$49,406.46.	
Received from through freight, \$35,172.94.	
Freight earnings for the month of November, 1886....	72968 73
Received from local freight, \$37,359.89.	
Received from through freight, \$35,603.84.	

Freight earnings for the month of December, 1886.....\$	94666	32
Received from local freight, \$57,669.03.		
Received from through freight, \$36,997.29.		
Freight earnings for the month of January, 1887.....	78897	44
Received from local freight, \$46,188.80		
Received from through freight, \$32,708.64		
Freight earnings for the month of February, 1887.....	85518	86
Received from local freight, \$35,845.50.		
Received from through freight, \$49,673.36.		
Freight earnings for the month of March, 1887.....	138174	12
Received from local freight, \$64,154.20.		
Received from through freight, \$74,019.92.		
Freight earnings for the month of April, 1887.....	52060	51
Received from local freight, \$24,779.57.		
Received from through freight, \$27,280.94.		
Freight earnings for the month of May, 1887.....	63128	95
Received from local freight, \$38,134.65.		
Received from through freight, \$24,994.30.		
Freight earnings for the month of June, 1887.....	68836	65
Received from local freight, \$40,052.70.		
Received from through freight, \$28,783.95.		
Total for year.....	954999	91

RECAPITULATION OF EARNINGS.

RECAPITULATION OF EARNINGS.

Total earnings of freight department for the whole year.....\$	954999	91
Freight earnings per train mile run (505,839 miles run), \$1.89.		
Total transportation earnings.....	1248883	24
Earnings per train mile run, from all trains earning revenue (841,618 miles), \$1.48.		
Earnings per mile of road operated (453.14 miles), \$2756.06.		
Proportion of transportation earnings for Nebraska,	1086596.02	
Rents received for use of stations, etc.....	898	35

Earnings from all other sources.....\$	9450 46
Telegraph earnings, \$4,939.27.	
Total earnings from all sources.....	1259232 05
Proportion of total earnings for Neb.....	1096320 62

EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

CONDUCTING TRANSPORTATION.

Advertising	1074 77
Books, printing and stationery.....	7910 32
Cleaning and inspecting cars.....	11227 20
Conductors, baggagemen, and brakemen.....	72019 88
Foreign agencies.....	15 98
General agents and clerks.....	17335 38
Injuries to individuals.....	3038 81
Loss and damage—baggage.....	10 00
Loss and damage—freight.....	870 54
Loss and damage—property.....	8399 14
Loss and damage—stock killed.....	4154 37
Oil, tallow, and waste for cars.....	3075 43
Repairs of tenement houses and hotels.....	23 41
Station agents, operators, and clerks.....	59041 95
Station labor.....	9098 40
Station expenses (except labor).....	8478 63
Station repairs and furniture.....	11408 94
Switchmen and yardmen.....	5384 15
Superintendence, dispatchers, and clerks.....	18438 59
Train expenses.....	7842 52
Telegraph expenses.....	1562 01
Use of cars.....	65385 79
Wrecking.....	2547 33
Total.....	318343 54

MOTIVE POWER.

Books, printing, and stationery.....	296 90
Boiler washers.....	1757 12

Engineers and firemen.....	\$	82498	49
Fuel for locomotives		183408	22
Fuel and light for engine houses and shops.....		1199	04
Oil, tallow, and waste.....		5123	11
Rent of locomotives.....		18725	25
Repairs of locomotives.....		50531	33
Repairs of engine houses, turn tables, and machine shops.....		1032	77
Repairs of tools and machinery in machine shops.....		2108	38
Repairs and expenses of fuel stations.....		10541	83
Repairs and expenses of water stations.....		13965	72
Superintendence and clerks.....		3595	14
Watchmen.....		7346	76
Wipers.....		4725	14
Total		836855	20

MAINTENANCE OF CARS.

Books, printing, and stationery.....	101	25
Fuel and light for car shops.....	307	80
Repairs of car shops and sheds.....	295	59
Repairs of freight and caboose cars.....	27249	28
Repairs of passenger, baggage, mail, and express cars...	12910	64
Repairs of sleeping cars.....	9	60
Repairs of tools and machinery in car shops.....	722	33
Repairs of Westinghouse air brakes.....	2791	09
Superintendence and clerks.....	1222	99
Watchmen.....	75	56
Total.....	45686	13

MAINTENANCE OF WAY.

Ballast.....	317	38
Books, printing, and stationery.....	209	2
Engineering.....	5518	99
Frogs and switches.....	1473	97
Labor repairing track.....	144446	56
Protection of river banks.....	1308	03
Renewal of cross ties.....	77676	44
Renewal of rails.....	29311	22
Repairs of bridges.....	39390	39

NEBRASKA BOARD OF TRANSPORTATION.

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Repairs of fences, crossings, and cattle guards.....	5203 49
Repairs of snow sheds and fences.....	192 06
Repairs of work cars and tools.....	7488 48
Repairs and expenses of section houses, etc.....	531 15
Removing snow and ice.....	5179 40
Spikes and rail fastenings.....	8224 98
Superintendence and supervision.....	7785 96
Watchmen.....	2798 89
Total.....	337001 67

GENERAL EXPENSES.

Books, printing, and stationery.....	335 87
Clerks in general offices.....	1945 82
Expenses of general offices.....	2006 94
Eastern expenses.....	427 64
Incidentals.....	55 23
Legal expenses.....	3294 81
Salaries and expenses of general officers.....	1274 68
Taxes—state, county, and city.....	84845 24
Insurance.....	1545 48
Total.....	95731 71
Total expenses.....	1183618 25
Taxes in Nebraska, \$76,763.99.	
Taxes in other states, \$8,041.25.	
Total taxes.....	84845 24

MAINTENANCE OF WAY AND BUILDINGS (CHARGED TO OPERATING EXPENSES.)

Renewal of rails,	
[No. tons laid, steel, 2,961 $\frac{1}{2}$ $\frac{21}{4}$].	
[No. tons laid, iron, 296 $\frac{6}{2}$ $\frac{0}{4}$].	
Renewal of ties,	
[No. laid, 155,595.]	

RECAPITULATION.

Maintenance of way and buildings.....	349553 10
Maintenance of motive power and cars.....	124137 87
Conducting transportation.....	555677 82
General expenses, including taxes.....	104249 46
Total operating expenses and taxes.....	1133618 25

Operating expenses and taxes per mile of road operated (453.14 miles), \$2501.70.	
Operating expenses and taxes per train mile run, for trains earning revenue (841,618 miles), \$1.35.	
Proportion of operating expenses and taxes for Nebraska.....	1003943 47
Percentage of expenses to earnings, 90.02.	

GENERAL EXHIBIT FOR THE YEAR.

GENERAL EXHIBIT.

Total earnings.....	\$1259232 05
Total expenses, including taxes.....	1133618 25
Net earnings.....	125613 80
Miscellaneous income.....	25735 50
Rentals specifying amounts paid to each company.....	8960 00
Marysville & Blue Valley railroad, \$8,960 to Dec. 31, 1886.	
Interest on funded debt charged to income.....	226380 00
Other payments, taxes on lots.....	374 77
Balance for the year, deficit.....	84365 47
Balance at commencement of the year (deficit).....	*563086 99
Balance at the close of the year June 30, 1887, (deficit)	647452 46

INCOME ACCOUNT FOR THE YEAR.

INCOME ACCOUNT.

Income from earnings.....	\$1259232 05
Income from land sold or leased during the year.....	4448 82
Income from other sources.....	21286 68
Total income from all sources for the year.....	1284967 55
Proportion of the income for Nebraska†.....	1118096 12

* This represents the consolidated accounts of the several constituent companies, viz., Omaha & Republican Valley R. R. Co., Omaha, Niobrara & Black Hills R. R. Co., Marysville & Blue Valley R. R. Co., and the Manhattan & Blue Valley R. R. Co., consolidation finally effected Feb. 3, 1887.

† Earnings \$1096320.62 }
Misc. Inc. \$16775.50 }

GENERAL RECAPITULATION.

Total income.....	\$ 1284967 55
Total operating expenses and taxes.....	1138618 25
Net income above operating expenses and taxes.....	151349 30
Net deficit after deducting operating expenses, taxes, interest, and rental.....	84365 47
Gross income per train mile run (841,618 miles), \$1.526. +	
Net income per train mile run (841,618 miles) \$0.17 $\frac{2}{10}$.	
Percentage of net income to stock and funded debt 2 $\frac{58}{100}$ per cent.	
Percentage of net income to cost of road and equip- ment 2 $\frac{43}{100}$ per cent.	

GENERAL BALANCE SHEET, AT THE CLOSING OF
ACCOUNTS, JUNE 30, 1887.

DEBIT.

Cost of road and fixtures.....	\$ 6230269 22
Accounts receivable.....	1672 39
Income account.....	647452 46
Total.....	6879894 07

CREDIT.

Capital stock.....	\$ 2503800 00
Funded debt.....	3362000 00
Accounts payable.....	409194 16
Coupons payable.....	604399 91
Total	6879894 07

PASSENGER RATES.

PASSENGER RATES.

The rate per mile charged for the carriage of passen-
gers for each of the following months:

January, 1887.....	2.891
February "	2.864
March "	2.813
April "	2.851
May "	2.880
June "	2.832
July, 1886.....	2.787
August "	2.724
September "	2.288
October "	2.692
November "	2.722
December "	2.876

OTHER COMPANIES OPERATING ON YOUR ROAD, ETC.

EXPRESS COMPANIES.

What express companies run on your road? Give the name of each of them, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company? The Pacific Express Company. It does a general express business; handles its own freight, receiving and delivering the same on the cars at the depot.

COST OF ROAD AND EQUIPMENT.

CONSTRUCTION OF ROAD AND BRANCHES NOT REPORTED SEPARATELY.

Total cost of road and equipment.....	\$ 6230269 22
Average cost of road and equipment per mile (469.60 miles).....	13267 19
Proportion of cost of road and equipment for Nebraska.....	5331417 48
Average cost of road and equipment per mile in Nebraska, (401.85 miles).....	13267 19

PROPERTY ACCOUNTS.

CHARGES AND CREDITS DURING THE YEAR.

Grading.....	\$	18495	00
Land, land damages, and fences.....		72691	25
Passenger and freight stations, coal sheds, water stations.....		11603	37
Engine houses, car sheds, turn-tables.....		5253	73
Side track extension, including rails, etc.....		29614	66
Total for construction.....		132658	01

EQUIPMENT.

Locomotives	10	88218	70
Freight, and other cars.....	300	143989	50
Air brakes.....	20	1163	60
Hand brakes.....	11	162	20
Total for equipment.....		238534	00
Total expenditures charged to property accounts.....		366192	01
Net addition to property account for the year.....		366192	01

DESCRIPTION OF ROAD.

Length main line of road from	
Valley to Marysville.....	134.21
Marysville to Manhattan.....	54.95
Valparaiso to Stromsburg.....	53.30
Blue Springs Spur.....	.68
Grand Island to Ord.....	60.77
Scotia Spur.....	1.37
Howard to Nantasket.....	9.54
Columbus to Norfolk.....	50.37
Lost Creek to Albion.....	84.46
Genoa to Cedar Rapids.....	30.55
St. Paul to Loup City.....	39.40
Length main line of road in Nebraska.....	401.85
Length main line of road in Kansas.....	67.75
Total length of road belonging to this company.....	469.60

Total length of road belonging to this company in Nebraska	401.85
Aggregate length of sidings and other tracks not above enumerated	43.48
Same in Nebraska.....	38.13
Aggregate length of track, computed as single track, exclusive of sidings.....	469.60
Same in Nebraska.....	401.85
Total length of steel rails in tracks in Nebraska, exclusive of sidings	103.34
Total length of iron rails in tracks in Nebraska, exclusive of sidings.....	298.51
[Weight per yard, steel 52, 56, 60 60½ pounds.]	
[Weight per yard, iron, 48½, 50, 56, 58 pounds.]	
Gauge of track, 4 feet 8½ inches.	
If any part of this road was first opened for operation during the past year, state the date:	
North Loup to Ord, Aug. 19, '86.	
Howard to Nantasket, June 1, '87.	
Garrison to Marysville, Aug. 30, '86.	
Total miles of road operated by this company	469.60
Total miles road operated by this company in Nebraska	401.85

STATIONS.

Number of stations on all roads owned by this company	73
Same in Nebraska.....	55
Number of stations on all roads operated by this company.....	73
Same in Nebraska.....	55
Number of telegraph offices in stations in Nebraska...	43

BRIDGES IN NEBRASKA.

Wooden truss bridge over 100 feet in length.....	1
Wooden trestle and pile	412

NEBRASKA BOARD OF TRANSPORTATION.

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BOX CULVERTS IN NEBRASKA.

Timber.....	403
Stone.....	18

CATTLE-GUARDS.

Number of in Nebraska	84
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RENEWAL OF BRIDGES AND CULVERTS IN NEBRASKA.

Amount of timber used in renewals of wooden bridges during the year (feet B. M.).....	116139
Give the average number of years the trestle and pile bridges last on your road in Nebraska, 8 years.	
Give the average number of years that wooden truss bridges last on your road in Nebraska. 10 years.	

ROAD-BED AND TRACK.

Number of track sections in Nebraska.....	61
Average length of sections.....	6.5
Average number of men in each section gang.....	3
Number of new ties laid in track during the year in Nebraska	181336
Average number of new ties per mile of road.....	327
What is the average number of years that iron rails last in your track on main line in Nebraska? Five to eight.	
What is the average number of years that steel rails last in your track on main line in Nebraska? Twelve to sixteen.	
What is the average number of years that ties last in your track in Nebraska? Oak, eight to ten. Pine, five to six.	

CROSSINGS IN NEBRASKA.

What railroad crosses your road at grade, and at what locality? Burlington & Missouri River railroad at Lincoln (2). Burlington & Missouri River railroad

at Beatrice. Burlington & Missouri River railroad at David City. Burlington & Missouri River railroad at Wahoo. Burlington & Missouri River railroad at Nantasket. Fremont, Elkhorn & Missouri Valley railroad at Wahoo. Fremont, Elkhorn & Missouri Valley railroad at Brainard. Fremont, Elkhorn & Missouri Valley railroad at David City. Fremont, Elkhorn & Missouri Valley railroad at Humphreys. Fremont, Elkhorn & Missouri Valley railroad at Norfolk (near). Missouri Pacific railroad at Lincoln. Chicago, Kansas & Nebraska railroad at Beatrice. Sioux City & Pacific railroad at Norfolk (near). Burlington & Missouri River railroad between Blue Springs and Barnes-ton.

What railroads cross your road, either over or under, and at what locality? Burlington & Missouri River railroad at St. Paul (over grade).

Number of highway crossings at grade.....	586
Number of highway crossings under railroad.....	7

FENCING IN NEBRASKA.

How many miles of your road in Nebraska are fenced?	142.3
What is the average cost per rod? 60 to 75 cents.	
How many miles of new fencing have you built during the year?	27.6
Give the number of miles needed on both sides of your track in Nebraska.....	626.9

ROLLING STOCK.

	Owned.
Number of locomotives.....	19
Number of passenger cars.....	3
Number of baggage, mail, and express cars.....	2
Number of box freight cars.....	256
Number of stock cars	10

NEBRASKA BOARD OF TRANSPORTATION.

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Number of platform and coal cars.....	108
Number of other cars.....	6
Total number of cars.....	885
Maximum weight of locomotives and tenders, 84 tons.	
Average weight of locomotives and tenders, 73 tons.	
Number of locomotives equipped with train brake, 19.	
Kind of brake, Westinghouse automatic.	
Maximum weight of passenger cars, 24 tons.	
Average weight of passenger cars, 21 tons.	
Number of passenger train cars equipped with train brake, 4.	
Kind of brake, Westinghouse automatic air.	
Number of passenger cars equipped with Miller plat- form and buffer, 2.	
The amount of tonnage that can be carried over your road, exclusive of cars by an engine of given weight. Weight of engine 98,200 pounds; tons, 300.	
Number of freight cars equipped with train brake, 357.	

TONNAGE OF ARTICLES TRANSPORTED.

	Tons.	Per cent.
Grain	280236	29.609
Flour	17704	1.872
Provisions (beef, pork, lard, etc.).....	16838	1.770
Animals.....	68288	6.687
Other agricultural products	9874	1.043
Lumber and forest products.....	217683	23.000
Coal and coke.....	112117	11.846
Plaster, lime, and cement	7187	.754
Salt	4060	.429
Petroleum and oil.....	5982	.632
Iron, steel, and castings.....	20724	2.190
Stone and brick.....	47845	5.055
Manufactures—articles shipped from point of produc- tion.....	61327	6.479
Merchandise and other articles not enumerated above..	81631	8.625
Total tons carried.....	946146	100.00

TONNAGE OF ARTICLES TRANSPORTED WITHIN THE STATE OF NEBRASKA.

	Tons.	Per cent.
Grain.....	258459	34.381
Flour	14296	1.901
Provisions, (beef, pork, lard, etc.).....	8993	1.196
Animals.....	57537	7.651
Other agricultural products.....	7542	1.003
Lumber and forest products.....	149917	19.935
Coal and coke.....	84518	11.239
Plaster, lime, and cement.....	3279	.436
Salt.....	3824	.508
Petroleum and oil.....	4571	.608
Iron, steel, and castings.....	15223	2.024
Stone and brick.....	41307	5.498
Manufactures—articles shipped from point of produc- tion.....	42551	5.658
Merchandise, and other articles not enumerated above	59915	7.967
Total tons carried	752032	100.00

ADDITIONAL QUESTIONS.

SLEEPING CARS.

What is the total amount paid by your company to palace or sleeping car companies, to what companies, and the amount paid to each? Please state fully the arrangement by which these cars run on your road, the terms and who receives the earnings. We make no payment for such cars.

UNITED STATES MAIL IN NEBRASKA.

What is the compensation paid you by the U. S. government for the transportation of its mails on your road in Nebraska, and on what terms of service? $\$2,498.55 \times 401.85 / 469.60 = \$2,138.08$ per month.

What amount have you paid for receiving and delivering mail to and from stations on your road in Nebraska? \$930.

TELEGRAPH.

How many miles of telegraph are owned by your company in Nebraska? 241.7 miles poles. 168.7 miles wire.

What other company, if any, owns a line of telegraph on your right of way in Nebraska, and how many miles do each own? The Western Union Telegraph Co. owns jointly with this company 159.7 miles poles; 453.5 miles wire.

TABULAR STATEMENT OF ACCIDENTS.

Causes of accident.	Killed.		Injured.	
	Employees.	Others.	Employees.	Others.
Collisions		1		
Coupling cars.....			1	
Falling from trains.....	1		2	
Getting on and off trains.....				1
Trespassers on track.....		2		
Total.....	1	3	3	1

SUMMARY OF ACCIDENTS FOR NEBRASKA.

Number of persons killed during the year.....	4
Number of persons injured during the year.....	4
Number of casualties purely accidental during the entire year.....	2
Number resulting from lack of caution, carelessness, or misconduct.....	4
Number of trespassers on track killed.....	2

REPORT
OF THE
MISSOURI PACIFIC RAILWAY COMPANY.

FOR THE YEAR ENDING JUNE 30, 1887.

OFFICERS OF THE COMPANY, WITH LOCATION OF
OFFICES.

President—Jay Gould, New York, N. Y.
Acting President—Geo. J. Gould, New York, N. Y.
1st Vice President—S. H. H. Clark, St. Louis, Mo.
2d Vice President—A. L. Hopkins, New York, N. Y.
3d Vice President—W. H. Newman, St. Louis, Mo.
Secretary—A. H. Calef, New York, N. Y.
Assistant Secretary—Geo. C. Smith, St. Louis, Mo.
Treasurer—A. H. Calef, New York, N. Y.
Local Treasurer—D. S. H. Smith, St. Louis, Mo.
General Manager—S. H. H. Clark.
General Superintendent—A. W. Dickinson, St. Louis, Mo.
Superintendent—W. B. Doddridge, Atchison, Kansas.
“ J. M. Eddy, Omaha, Neb.
Chief Engineer—H. McLaughlin, St. Louis, Mo.
Superintendent of Telegraph—C. W. Hammond, St. Louis, Mo.
General Auditor—C. G. Warner, St. Louis, Mo.
General Passenger Agent—H. C. Townsend, St. Louis, Mo.
Freight Traffic Manager—O. G. Murray, St. Louis, Mo.
General Solicitor—B. P. Waggener, Atchison, Kas.

DIRECTORS.

Jay Gould, New York.
R. S. Hayes, New York.
A. L. Hopkins, New York.

Russell Sage, New York.
 F. L. Ames, Boston, Mass.
 S. H. H. Clark, St. Louis, Mo.
 T. T. Eckert, New York.
 Geo. J. Forrest, New York.
 Samuel Sloan, New York.
 C. S. Greeley, St. Louis, Mo.
 Sidney Dillon, New York.
 H. G. Marquand, New York.
 Geo. J. Gould, New York.

Date of annual meeting of stockholders, second Tuesday in March.

Fiscal year of company ends December 31st.

General offices of the company are located at St. Louis, Mo.

CAPITAL STOCK.

Amount authorized by articles of association,
 \$45,000,000.

Amount authorized by vote of the company,
 \$45,000,000.

Amount of common stock issued, shares, 439,630 $\frac{1}{4}$.

Amount of common stock paid in, 43,968,025.

Total amount paid in, as per books of the com-
 pany.....

\$43968025 00

Amount of stock per mile of road owned, \$44,768.86.

Amount of stock representing the road in Nebraska,

$\frac{158}{882}$ 6715329 68

DEBT.

Funded debt as follows:

First mortgage Pacific Railroad of Missouri, due Aug.

1, 1888, 6 per cent..... \$7000000 00

Second mortgage Pacific Railroad of Missouri, due

July 1, 1891, 7 per cent..... 2573000 00

Real estate secured Pacific R. R. of Mo., due May 1, 1892, 8 per cent.....	\$ 800000 00
First mortgage Pacific Railroad of Missouri, Carondelet Branch, due Oct. 1, 1893, 6 per cent.....	24500 00
Third mortgage Pacific Railroad of Missouri, Carondelet Branch, due Nov. 1, 1906, 7 per cent.....	3828000 00
First mortgage Pacific Railroad of Missouri, Lexington Branch, due Oct. 1, 1920, 5 per cent.....	650000 00
First mortgage Leavenworth, Atchison & North Western Railway, due Oct. 1st, 1889, 7 per cent.....	190000 00
Consolidated mortgage the Missouri Pacific Railway, due Nov. 1, 1920, 6 per cent.....	14714000 00
Trust 5 1/2 per cent, 5 per cent	6147000 00

INTEREST LIABILITY, JUNE 30, 1887.

	Due and uncalled for	Accrued not due
First mortgage Pacific railroad of Missouri...	\$7300 00	175000 00
Second mortgage Pacific railroad of Missouri	280 00	90055 00
Real estate security Pacific railroad of Mo...	420 00	10666 66
First mortgage Pacific R. R. of Mo. (Carondelet branch).....	1530 00	3675 00
Third mortgage Missouri Pacific railway.....	3115 00	44660 00
First mortgage Missouri Pacific railway (Lexington division).....	212 50	13541 66
First mortgage Leavenworth, Atchison & North Western railway.....	140 00	3325 00
Consolidated mortgage, the Missouri Pacific Ry.....	18420 00	147140 00
Trust, 5 per cent.....		102450 00
First mortgage W., K. C & N. W		
First mortgage Mo. River R. R		
	\$31917 50	590513 32

Total amount of funded debt 36147000 00

VALUATION.

VALUE OF ROAD-BED.

The estimated value of road-bed, including iron and bridges: 2,312.89 miles at \$9,000 per mile, \$20,816,010.

Estimated value of road-bed, including iron and bridges representing the road in Nebraska: 103.33 miles at \$6,500 per mile (Neb. Ex.), \$671,645; 33.86 miles at \$6,500 per mile (Lincoln Br.), \$220,090; 12.80 miles at \$6,500 per mile (Omaha Belt), \$83,200.

VALUE OF ROLLING STOCK.

The estimated value of all rolling stock belonging to the road\$ 2636600 00

The estimated value of the rolling stock representing the road in Nebraska, 149.99 miles at \$700 per mile..... 104993 00

VALUE OF STATIONS, BUILDINGS, AND FIXTURES.

The estimated value of stations, buildings, and fixtures, 2,312.89 miles, at \$300 per mile..... 693867 00

Estimated value of stations, buildings, and fixtures, representing the road in Nebraska, 149.99 miles, at \$100 per mile..... 14999 00

VALUE OF OTHER PROPERTY.

Estimated value of all other property owned by the company, 2,312.89 miles, at \$50 per mile..... 115645 00

Estimated value of all other property owned by the company, representing the road in Nebraska, 149.99 miles, at \$30 per mile..... 4499 70

DESCRIPTION OF ROAD.

TRACK.

The length of single main track owned by this company	959
The length of single main track representing the road in Nebraska	116
The length of double main track owned by the company ..	23

BRANCHES.

The number of branch lines owned by the company in this state, and the length of single track on each respective branch	34
The aggregate number of miles of side track belonging to the company	288
The number of miles of side track belonging to the company in this state.....	18

MILEAGE.

MILEAGE OF PASSENGER TRAINS.

The number of miles run by passenger trains during the year preceding this report.....	2390715
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MILEAGE OF FREIGHT TRAINS.

The number of miles run by freight trains during the year preceding this report.....	3586386
Average number of cars in passenger trains.....	4.8
Average weight of passenger trains exclusive of passengers (tons).....	218
Average number of cars in freight trains.....	24.8
Average weight of freight trains, exclusive of freight (tons).....	438
Total train mileage.....	5977101

CAR MILEAGE.

Number of miles run by loaded freight cars east and south, and west and north.....	56693418
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Number of miles run by empty freight cars east and south, and west and north.....	23692344
Total freight car mileage.....	80385757
Percentage of empty freight cars hauled east and south, to all freight cars hauled east and south, and west and north, to all freight cars hauled west and north.....	29.4

MILEAGE, TRAFFIC, ETC.

SPEED OF TRAINS IN NEBRASKA.

Maximum schedule rate of speed of passenger trains, including stops (per hour).....	22
Same of freight trains	12
Minimum schedule rate of speed of passenger trains, including stops	22
Same of freight trains.....	12

FREIGHT.

The number of tons of competitive freight carried during the year previous to the 30th day of June, A.D. 1887	1438675
Average cost per ton per mile to move freight.....	.0075
The number of tons of local freight carried during the same period.....	2120682
Total tons of freight carried.....	3559357
Total mileage of through and local freight (tons carried one mile).....	557520150
Average cost per mile per ton to move freight.....	.0075
Total freight mileage, or tons carried one mile.	557520150
Average rate per ton per mile received for all freight...	.0125
Average cost per ton per mile to move all freight.....	.0075
Percentage of freight originating at, and carried to, stations in Nebraska to total freight carried in Nebraska. (This does not include supplies or material for the road.).....	13

MONTHLY PASSENGER EARNING.

PASSENGER EARNINGS.

Passenger earnings for the month of July, 1886:	
Received from all passengers.....	\$178641 62
Passenger earnings for the month of August, 1886:	
Received from all passengers.....	186526 17
Passenger earnings for the month of September, 1886:	
Received from all passengers.....	202496 47
Passenger earnings for the month of October, 1886:	
Received from all passengers.....	224658 37
Passenger earnings for the month of November, 1886:	
Received from all passengers.....	187194 46
Passenger earnings for the month of December, 1886:	
Received from all passengers.....	169267 43
Passenger earnings for the month of January, 1887:	
Received from all passengers.....	154094 68
Passenger earnings for the month of February, 1887:	
Received from all passengers.....	151113 50
Passenger earnings for the month of March, 1887:	
Received from all passengers.....	196705 12
Passenger earnings for the month of April, 1887:	
Received from all passengers.....	204941 29
Passenger earnings for the month of May, 1887:	
Received from all passengers.....	217278 18
Passenger earnings for the month of June, 1887:	
Received from all passengers.....	217940 06

PASSENGER TRAFFIC.

PASSENGER TRAFFIC.

Number of through passengers carried.....	150842
Number of local passengers carried.....	1881665
Number of special ticket passengers carried.....	153273
Total number of passengers carried.....	2135780
Total passenger mileage, or passengers carried one mile	92887636
Average distance traveled by each passenger.....	43.5
Average amount received from each passenger.....	\$1.05
Average rate of fare per mile for all passengers.....	.024

RECAPITULATION.

Received from express.	\$ 199633 15
Received from mails.....	219567 36
Total earnings passenger department for the year.....	2290852 35
Earnings per train mile run (2,890,715 miles), \$.958.	

MONTHLY FREIGHT EARNINGS.

FREIGHT EARNINGS.

Freight earnings for the month of July, 1886.....	\$553882 96
Freight earnings for the month of August, 1886	613373 40
Freight earnings for the month of September, 1886...	602855 30
Freight earnings for the month of October, 1886.....	635723 51
Freight earnings for the month of November, 1886...	580919 96
Freight earnings for the month of December, 1886....	549121 24
Freight earnings for the month of January, 1887.....	513007 44
Freight earnings for the month of February, 1887	467286 27
Freight earnings for the month of March, 1887	648950 63
Freight earnings for the month of April, 1887.....	570330 15
Freight earnings for the month of May, 1887	618706 06
Freight earnings for the month of June, 1887.....	702696 02

RECAPITULATION OF EARNINGS.

RECAPITULATION OF EARNINGS.

Total earnings of freight department for the whole year.....	\$7006802 94
Freight earnings per train mile run (3,586,386 miles run), \$1.95.	
Total transportation earnings.....	9297655 29
Earnings per train mile run, from all trains earning revenue (5,977,101 miles), \$1.55.	
Total earnings per mile of road operated (1,230 miles), \$8,287.48	
Proportion of earnings for Nebraska, 4.58 per cent.	
Earnings from all other sources.....	\$895949 58
Total earnings from all sources.....	10193604 32
Proportion of earnings for Neb., 4.58 per cent.	

EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

CONDUCTING TRANSPORTATION—PASSENGER DEPARTMENT.

Advertising	\$23795 29
Agents' (Pass.) salaries and expenses.....	20200 89
Agents—station	35081 05
Baggage masters.....	21344 08
Brakemen and porters	27189 98
Cars—cleaning, oiling, and inspecting.....	45660 11
Cars—fuel for.....	4322 59
Cars—hire of.....	9458 41
Cars—light for.....	3429 11
Cars—oil, tallow, waste, etc., for.....	5531 16
Clerks	24568 64
Commissions	32848 01
Conductors.....	42969 04
Damage to property	3828 59
Damage to stock.....	17736 77
Incidentals.....	28435 16
Injuries to individuals.....	25603 29
Loss and damage of baggage.....	196 56
Mail expenses.....	8989 23
Printing, and stationery.....	17390 20
Stations—expenses of.....	1340 54
Stations—fuel at.....	1002 33
Stations—labor at	11209 36
Stations—light at.....	2443 58
Stations—repairs of and rent.....	25344 62
Superintendence.....	10564 88
Telegraph—expense of.....	37022 71
Union depots expense of.....	61787 63
Total.....	549288 31

FREIGHT DEPARTMENT.

Advertising.....	32 42
Agents' (Fr't) salaries and expenses.....	20137 96
Agents—station.....	50836 28

Brakemen	\$ 213511 07
Cars—cleaning, oiling, and inspecting.. ..	38248 66
Cars—fuel for	20 06
Cars—hire of.....	27051 28
Cars—light for	3428 98
Cars—oil, tallow, waste, etc., for.....	13822 29
Clerks	227405 48
Conductors	121037 73
Damage to property	16867 89
Damage to stock.....	20882 67
Incidentals.....	98969 31
Injuries to individuals	42672 46
Loss and damage of goods.....	23401 35
Printing and stationery.....	14830 16
Stations—expense of.....	3463 43
Stations—fuel at.....	2885 62
Stations—labor at.....	123431 88
Stations—light at	18262 44
Stations—repairs of and rent	55062 69
Superintendence	35520 73
Telegraph—expense of.....	110979 76
Yardmen and switch tenders.....	224165 32
Steamers, barges, tugs, etc.....	42823 98
Total	1583206 90
Total for Cond. Trans	2082495 21

MOTIVE POWER.

Enginemen and firemen—passenger.....	127418 83
Enginemen and firemen—freight.....	370980 21
Eng. houses and M. S.—fuel and light for.....	5117 56
Eng. houses and M. S. & T. T.—repairs of.....	33352 48
Incidentals.....	33883 43
Locos. passenger—coal for.....	110660 09
Locos. freight—coal for.....	391446 28
Locos. Pass.—oil, tallow, waste, etc.....	9503 47
Locos. freight—oil, tallow, waste, etc	28098 44
Locos. passenger—repairs of	119596 53
Locos. freight—repairs of.....	219972 23

Locos. passenger—wood for	\$ 8294 94
Locos. freight—wood for.....	11005 80
Locos. furniture and fixtures of.....	18145 12
Locos. hire of.....	22072 56
Printing and stationery	991 46
Stations, fuel—expense of.....	96 32
Stations, fuel—repairs of.....	22995 40
Stations, water—expense pumping.....	54860 47
Stations, water—repairs of.....	44290 31
Superintendence.....	20593 66
Tools and machinery, expenses and repairs of.....	37800 89
Watchmen.....	3327 32
Wipers, hostlers, and dispatchers.....	98816 07
Total	1782719 87

MAINTENANCE OF WAY.

Ballast.....	45034 98
Bridges—repairs of.....	160987 72
Cross ties.....	265137 84
Fences and road crossings—repairs of.....	70255 60
Frogs and switch fixtures.....	45001 08
Incidentals.....	6878 44
Iron rails.....	38 40
New side tracks, grading.....	20715 15
Oil, tallow, and waste, etc.....	17300 44
Printing and stationery.....	882 38
Section, tool, and watch houses.....	1353 06
Snow and ice, removing.....	2492 87
Spikes.....	28506 02
Splices, bolts, and chairs.....	45189 08
Steel rails.....	174210 95
Superintendence and supervisors.....	42749 93
Telegraph—repairs	22051 10
Tools and repairs of tools.....	16770 34
Track—labor repairing.....	605680 07
Watchmen of roadway and bridges.....	30877 00
Wharves, docks, and landings.....	664 42
Total.....	1602726 82

MAINTENANCE OF CARS.

Cars—passenger and baggage, repairs of.....	\$ 85210 08
Cars—freight, repairs of.....	354897 98
Cars—road service, repairs of	17878 62
Cars—furniture and fixtures of.....	41986 15
Car shops—fuel and light for.....	1608 57
Car shops and sheds, repairs of.....	3618 67
Incidentals.....	3887 06
Printing and stationery.....	280 37
Superintendence.....	9260 62
Tools and machinery, expenses and repairs of.....	14905 32
Total.....	583528 89

GENERAL EXPENSES.

General offices—attendants at.....	1828 93
General offices—clerks in	27009 77
General offices—light and fuel for.....	1915 42
General offices—printing and stationery.....	12448 43
General offices—petty expenses of.....	1061 31
General officers—salaries of.....	23068 25
Insurance.....	27000 00
Incidentals	28316 33
Legal department—expense of.....	37858 88
Expense—New York office.....	16407 44
Total	184609 50

RECAPITULATION.

Conducting transportation.....	2082495 21
Motive power	1782719 87
Maintenance of way.....	1602726 82
Maintenance of cars.....	533528 39
General expenses.....	184609 50
Total expenses.....	6186079 79
Taxes in Nebraska, \$21939.52.	
Taxes in other states, \$211899.85.	
Total taxes.....	233889 37
Total operating expenses and taxes	6419919 16
Operating expenses and taxes per mile of road operated (1230 miles), \$5219.44..	

Operating expenses and taxes per train mile run, for
trains earning revenue (5,977,101. miles), \$1.07.

Proportion of operating expenses and taxes for Neb-
braska.....\$ 305261 97

Percentage of expenses to earnings, 60.7.

GENERAL EXHIBIT FOR THE YEAR.

GENERAL EXHIBIT.

Total earnings.....	\$10193604 82
Total expenses, including taxes.....	6419919 16
Net earnings	3773685 66
Rentals specifying amounts paid to each company.....	96055 37
Booneville, St. Louis & Southern railway, \$25,000.	
Hannibal and St. Joseph railway, \$13,500.	
Osage division, Missouri, Kansas & Texas rail- way, \$40,000.	
Central branch Union Pacific railroad (Atchison to Central Branch junction), \$7,382.04.	
Union Pacific railway (Papillion to Omaha), \$10,173.83.	
Interest accruing during the year.....	2007055 00
Interest paid during the year on account of the road in Nebraska, \$264946.98.	
Dividends declared (per cent, 7)	2798353 39
Interest falling due during the year and not paid. All paid that was called for.	
Floating debt liquidated during the year. No floating debt.	
Balance income account for the year, surplus.....	1610888 36
Balance at commencement of the year, surplus.....	4202882 69
Balance income account at the close of the year, June 30, 1887, surplus.....	5813721 05

INCOME ACCOUNT FOR THE YEAR.

INCOME ACCOUNT.

Income from earnings.....	\$10193604	82
Income from other sources.....	2928113	88
Total income from all sources for the year.....	13121718	15

GENERAL RECAPITULATION.

Total income.....	\$13121718	15
Total operating expenses and taxes.....	6419919	16
Net income above operating expenses and taxes.....	6701793	99
Net income above operating expenses, taxes, interest, and rental.....	4598688	62

SURPLUS.

SURPLUS.

Surplus at the commencement of the year, July 1, 1886.	\$4202882	69
Surplus at the close of the year.....	5813721	05
Give the name of each road, and the number of shares owned in each of them, and the par value of the shares:		

St. Louis, Salem, & Little Rock Ry.....	\$	503200	00
St. Louis, Iron Mountain & Southern Ry.....		22015850	00
Mexican, Oriental, International & Interoceanic Ry.		75000	00
Common St. Louis & San Francisco Ry.....		2000000	00
Preferred St. Louis & San Francisco Ry.....		1000000	00
Missouri Pacific Ry. of Kansas.....		10000	00
St. Louis, Fort Scott, and Wichita R. R.....		3997500	00
St. Louis, Oak Hill & Carondelet R. R.....		6500	00
Little Rock, Mississippi River & Texas Ry.....		366000	00
Sedalia, Warsaw & Southern Ry.....		170000	00
Rooks County R. R. Co.....		439300	00
Kansas, Nebraska & Dakota R. R.....		1608000	00
The Missouri Pacific Ry. in Kansas		300000	00
Council Grove, Osage City & Ottawa Ry.....		1181900	00
Topeka, Salina & Western Ry.....		1081600	00
Omaha Belt Ry.....		80000	00

The amount invested in railroad bonds, the number of bonds, and the par value of each, the name of each road, and the amount invested in the bonds of each:

First mortgage Pacific R. R. of Missouri, Carondelet branch.....	15000 00
First mortgage Cape Girardeau South Western Ry..	7500 00
First mortgage Boonville, St. Louis & Southern Ry	15000 00
First mortgage Forest Park & St. Louis Ry.....	40600 00
First mortgage Wichita & Colorado Ry.....	705000 00
First mortgage St. Louis, Fort Scott & Wichita R. R.	4665000 00
Second mortgage St. Louis, Fort Scott & Wichita R. R.,.....	1000000 00
Land grant and sinking fund bonds New Orleans Pacific Ry.....	259000 00
General consolidated railway and land grant mortgage St. Louis, Iron Mountain & Southern Ry....	180000 00
Trust five per cent bonds Missouri Pacific Ry.....	979000 00
First mortgage Sedalia, Warsaw & Southern R. R..	226000 00
First mortgage Rooks county R. R.....	275000 00
First mortgage Kansas, Nebraska & Dakota R. R....	2055000 00
First mortgage Missouri Pacific Ry. in Kansas.....	300000 00
First mortgage Council Grove, Osage City & Ottawa Ry.....	1110000 00
First mortgage Topeka, Salina & Western Ry.....	1273000 00
First mortgage Denver, Memphis & Atl. R. R.....	2400000 00
The amount of its own stock owned by the company: 1405 shares.	
Amount in material and balances from other roads.....	4842826 05

IMPROVEMENTS.

EXPENDITURES FOR ROLLING STOCK.

The amount expended for locomotives.....\$	381531 10
The amount expended for freight cars.....	1375556 00
The amount expended for passenger cars.....	196866 00
The amount expended for baggage cars.....	23790 00
The amount expended for other rolling stock.....	118868 16

GENERAL BALANCE SHEET, AT THE CLOSING OF ACCOUNTS, JUNE 30, 1887.

DEBIT.

Cost of road and equipment.....	\$44808895	09
Real estate.....	519836	34
Material and supplies on hand.....	1759061	41
Purchase of interest in Pullman palace cars.....	388201	55
Investments in stocks, bonds, etc.....	34455148	04
Cash	541172	01
Due from other roads.....	3083764	64
Sundry accounts collectible.....	3985406	78
Advances to sundry agents.....	184483	19
Construction accounts.....	3848908	35
	93574872	40

CREDIT.

Capital stock.....	\$43963025	00
Funded debt.....	86147000	00
Interest due and uncalled for.....	31917	50
Interest accrued not due.....	590513	32
Pay checks outstanding.....	225677	12
Miscellaneous accounts.....	2016202	78
Sundry accounts payable.....	4786815	63
Balance income account.....	5813721	05
	93574872	40

OTHER COMPANIES OPERATING ON YOUR ROAD, ETC.

EXPRESS COMPANIES.

What express companies run on your road? Give the name of each of them, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies? Pacific Express Company. Per cent of gross earnings. Freight received at depots.

COST OF ROAD AND EQUIPMENT.

CONSTRUCTION OF ROAD AND BRANCHES.

(NOT REPORTED SEPARATELY.)

Total cost of road and equipment.....	\$44808895	09
Average cost of road and equipment per mile (982 miles)	45630	24

PROPERTY ACCOUNTS.

EQUIPMENT.

Locomotives.....	48	\$ 381531	10
Passenger, mail, baggage, and express cars.....	58	220656	00
Parlor, dining, and sleeping cars.....	18	118868	16
Freight and other cars.....	3542	1375556	00
Total for equipment.....		2096611	26
Any other expenditures charged to property account...		2098026	94
Total expenditures charged to property accounts		4194638	20
Net addition to property account for the year.....		4194638	20

DESCRIPTION OF ROAD.

Length of main line from St. Louis to Omaha.....	496
Length main line of road in Nebraska	116
Length main line of road in other states—	
Missouri.....	283
Kansas	97
Length of double track on main line.....	23
Branches owned by this company:	
Poplar St. Track.....	1
Laclede & Creve Cœur Lake branch.....	12
Carondelet branch.....	18
Glencoe branch.....	4
Lebanon branch.....	45
Kansas City & Eastern }	88
Lexington branch }	

NEBRASKA BOARD OF TRANSPORTATION.

213

Blackwater branch.....	8
Kansas and Arizona division.....	61
Ottawa branch.....	20
Lexington & Southern division.....	138
Nevada & Minden R. R.....	74
Lincoln branch.....	34
Total length of branches owned by this company	488
Total length of branches owned in Nebraska	34
Total length of branches owned by this company in other states—	
Missouri.....	931
Kansas	128
Total length of road belonging to this company.....	982
Total length of road belonging to this company in Nebraska	150
Aggregate length of sidings and other tracks not above enumerated	238
Same in Nebraska.....	13
Aggregate length of track, computed as single track, exclusive of sidings.....	1005
Same in Nebraska.....	150
Total length of steel rails in tracks in Nebraska, exclu- sive of sidings	150

ROADS AND BRANCHES BELONGING TO OTHER COMPANIES OPERATED
BY THIS COMPANY UNDER LEASE OR CONTRACT.

Name, description, and length of each:

Atchison to Central Branch junction, joint with Central Branch M. P. R. R.....	2
Boonville branch.....	44
St. Joseph extension. Leased from H. & St. J. (joint use)	21
Osage division. Leased from Missouri, Kansas & Texas.....	54
V., V., I. & W. division. Leased from V., V., I. & W. Ry. Co.....	75
L. & C. V. Air Line division. Leased from L. & C. V. Air Line Ry. Co.....	52

Total length of above roads.....	248
Total length of above roads in other states (specifying each):	
Missouri.....	102
Kansas.....	146
Total miles of road operated by this company.....	1230
Total miles road operated by this company in Nebraska	150

STATIONS.

Number of stations on all roads owned by this company in Nebraska	87
Number of stations on all roads operated by this company in Nebraska	37
Number of telegraph offices in stations in Nebraska....	31

EMPLOYES.

Number of persons regularly employed on all roads operated by this company.....	6841
Same in Nebraska.....	438
Amount paid employes, including officials, on all roads operated by this company.....	\$3449475 60
Same in Nebraska.....	145475 40

BRIDGES IN NEBRASKA.

Wooden truss bridges over 100 feet in length.....	1
Wooden trestle and pile.....	237
Iron trestle, wooden stringers on piles 16 feet long.....	23

BOX CULVERTS IN NEBRASKA.

Timber.....	16
Stone	23

CATTLE-GUARDS.

Number of in Nebraska.....	150
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RENEWAL OF BRIDGES AND CULVERTS IN NEBRASKA.

Amount of timber used in renewals of wooden bridges during the year (feet B. M.).....	84701
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BRIDGES BUILT WITHIN THE YEAR IN NEBRASKA.

Walton, Neb., on framed bent.....(feet)	
Lincoln branch, mile 28, trestle, oak and pine, June 1887	12.0
Bridge 132, pile trestle, " "	470.0
Underground crossing at Weeping Water, pile trestle, oak and pine, May, 1887.....	16.0
Bridge 172 $\frac{1}{2}$, pile trestle, oak and pine, Sept., 1886....	44.0
" 172 $\frac{1}{2}$, " " "	44.0
" 172 $\frac{3}{4}$, " " "	44.0
" 151, " " March, 1887....	78.7
" 148, " " "	56.0
" 143, " " "	32.0
Give the average number of years the trestle and pile bridges last on your road in Nebraska. 6 years.	
Give the average number of years that wooden truss bridges last on your road in Nebraska. 8 years.	

ROAD-BED AND TRACK.

Number of track sections in Nebraska.	16
Average length of sections, miles.....	5
Number of new ties laid in new track during the year in Nebraska	57966
Average number of new ties per mile of new road.....	2800
New rails laid in track during the year in Nebraska—steel (56 tons) miles.....	49

CROSSINGS IN NEBRASKA.

What railroad crosses your road at grade, and at what locality? Burlington and Missouri River R. R. at Falls City, near mile 384. Burlington & Missouri River R. R. at Verdon, near mile 394.2. Burlington & Missouri River R. R. at Auburn,

near mile 410.8. Burlington & Missouri River R. R. at Dunbar, near mile 436.5. Burlington & Missouri River R. R. at Louisville, near mile 465.2.

What railroads cross your road, either over or under, and at what locality? Burlington & Mo. River R. R., one-half mile east of Deerfield, Nebraska, overhead crossing on trestle.

Number of highway crossings at grade	170
Number of highway crossings at which there are flagmen	5
Number of highway crossings over railroad.....	5
Number of highway crossings under railroad.....	7
Number of highway bridges 18 feet above track.....	3

FENCING IN NEBRASKA.

How many miles of your road in Nebraska are fenced, both sides of track?.....	170
How many miles of new fencing have you built during the year?.....	44
Give the number of miles needed on both sides of your track in each county in Nebraska :	
In Richardson county.....	22
In Nemaha county.....	24
In Otoe county.....	21
In Cass county.....	46
In Lancaster county	16
Total miles	129

ROLLING STOCK.

	Owned.	Total.
Number of locomotives.....	253	
Number of passenger cars.....	177	
Number of baggage, mail, and express cars.....	31	
Number parlor and sleeping cars, $\frac{1}{2}$ interest owned..		48

Number of box freight cars.....	6301	
Number of stock cars.....	602	
Number of platform and coal cars.....	3211	
Number of other cars.....	134	
Total number cars.....		10504
Maximum weight of locomotives and tenders (72 tons).		
Average weight of locomotives and tenders (67 tons).		
Number of locomotives equipped with train brake...		61
Kind of brake? Westinghouse air brake.		
Maximum weight of passenger cars (34½ tons).		
Average weight of passenger cars (29 tons).		
Number of cars equipped with train brake.....		252
Kind of brake? Westinghouse air brake.		

TONNAGE OF ARTICLES TRANSPORTED.

	Tons.
Grain, bulk	527948
Flour and sacked grain.....	133475
Animals and their products.....	364348
Other agricultural products.....	73148
Lumber and forest products.....	715216
Coal	644919
Manufactures and merchandise.....	537494
Miscellaneous articles.....	562809
Total tons carried.....	3559857

TONNAGE OF ARTICLES TRANSPORTED WITHIN THE STATE OF NEBRASKA.

	Tons.
Grain, bulk.....	4170
Flour and sacked grain.....	318
Animals and their products.....	20082
Lumber and forest products.....	12390
Coal	594
Manufactures and merchandise.....	7098
Other articles not enumerated above.....	38076
Total tons carried.....	82728

ADDITIONAL QUESTIONS.

SLEEPING-CARS.

Do sleeping, parlor, or dining-cars run on your road, and if so, on what terms do they run, by whom are they owned, and what charges are made in addition to regular passenger rates? Pullman cars. Three-fourths interest owned by railway company. Managed by Pullman Company. Have no record of rates.

What is the total amount paid by your company to palace or sleeping-car companies, to what companies, and the amount paid to each? Please state fully the arrangement by which these cars are run on your road, the terms, and who receives the earnings. \$388,-201.55 paid for three-fourths interest. Railway company received three-fourths interest of the net earnings.

UNITED STATES MAIL IN NEBRASKA.

What is the compensation paid you by the U. S. government for the transportation of its mails on your road in Nebraska, and on what terms of service? \$97.47 per mile per annum State Line to Omaha. \$46.17 per mile per annum Weeping Water to Lincoln.

What amount have you paid for receiving and delivering mail to and from stations on your road in Nebraska? (\$1,317) Thirteen hundred and seventeen dollars.

TELEGRAPH.

What other company, if any, owns a line of telegraph on your right of way in Nebraska, and how many miles do each own? Western Union Telegraph Co. 150.

REPORT
OF THE
CHICAGO, BURLINGTON & QUINCY RAILROAD
COMPANY,

(GRANTEE AND ASSIGNEE OF THE BURLINGTON & MISSOURI RIVER
RAILROAD IN NEBRASKA),

FOR THE YEAR ENDING JUNE 30TH, 1887.

OFFICERS OF THE COMPANY, WITH LOCATION OF
OFFICES.

President—C. E. Perkins, Burlington, Iowa.

Vice President—J. C. Peasley, Chicago, Ill.

Secretary—T. S. Howland, Boston, Mass.

Treasurer—J. C. Peasley, Chicago, Ill.

FOR LINES WEST OF THE MISSOURI RIVER.

Assistant Treasurer—J. G. Taylor, Omaha, Neb.

General Manager—G. W. Holdrege, Omaha, Neb.

General Superintendent—T. E. Calvert, Lincoln, Neb.

Division Superintendents—D. E. Thompson, Lincoln, Neb.

J. McConniff, Lincoln, Neb.

A. Campbell, McCook, Neb.

Chief Engineer—I. S. P. Weeks, Lincoln, Neb.

Superintendent of Telegraph—C. E. Yates, Lincoln, Neb.

Auditor—C. D. Dorman, Omaha, Neb.

General Passenger Agent—P. S. Eustis, Omaha, Neb.

General Freight Agent—Thomas Miller, Omaha, Neb.

General Solicitor—T. M. Marquett, Lincoln, Neb.

DIRECTORS.

John M. Forbes, Boston, Mass.

Sidney Bartlett, Boston, Mass.

Charles J. Paine, Boston, Mass.

Jno. L. Gardner, Boston, Mass.

Francis W. Hunnewell, Boston, Mass.

Edward Bangs, Boston, Mass.

T. Jefferson Coolidge, Manchester, Mass.

Jno. N. A. Griswold, New York, N. Y.

Peter Geddes, New York, N. Y.

Wirt Dexter, Chicago, Ill.

Charles E. Perkins, Burlington, Iowa.

Date of annual meeting of stockholders, third Wednesday in May.

Fiscal year of company ends December 31st.

General offices of the company are located at corner Adams and Franklin streets, Chicago, Ill. For lines west of the Missouri river, Omaha, Neb.

CAPITAL STOCK.

Amount authorized by articles of association. No
limit.

Amount authorized by vote of the company,
\$76,390,505.

Amount of stock issued, number of shares,
763,905 +.

Amount of common stock issued.....\$76390505 00

Amount of common stock paid in 76390505 00

Total amount paid in, as per books of the com-
pany.....

76390505 00

Amount of stock per mile of road, \$14,280.31 (5,349.36
miles).

Total number of stockholders.....

10568

DEBT.

Funded debt as follows:

NAME OF BOND	WHEN ISSUED	WHEN DUE	INTEREST		AMOUNT
			Rate	When payable	
C. B. & Q. 2d Mortgage.....	July 1, 1860	July 1, 1890	4 %	Jan. 1 & July 1	866000 00
" Trust	Oct. 1, 1864	Oct. 1, 1890	7 "	April 1 " Oct. 1	653000 00
" 7's of 1896 Mortgage.....	Jan. 1, 1872	Jan. 1, 1896	7 "	Jan. 1 " July 1	547500 00
" Consolidated	July 1, 1873	July 1, 1903	7 "	Jan. 1 " July 1	13986000 00
" 5's of 1901	Oct. 1, 1876	Oct. 1, 1901	5 "	Apr. 1 " Oct. 1	2825000 00
" 5's of 1895	June 1, 1875	June 1, 1895	5 "	June 1 " Dec. 1	378000 00
" Iowa Division.....	Oct. 1, 1879	Oct. 1, 1919	5 "	Apr. 1 " Oct. 1	2912000 00
"	Oct. 1, 1879	Oct. 1, 1919	4 "	Apr. 1 " Oct. 1	9890000 00
" 4's of 1921.....	Sept. 1, 1881	Sept. 1, 1921	4 "	Mch. 1 " Sept. 1	4300000 00
" 4's of 1922.....	Feb. 1, 1882	Feb. 1, 1922	4 "	Feb. 1 " Aug. 1	7988000 00
" 5's of 1913.....	May 1, 1883	May 1, 1913	5 "	May 1 " Nov. 1	9000000 00
" Neb. Extension S. F. Mte.....	May 1, 1887	May 1, 1927	4 "	May 1 " Nov. 1	7489000 00
B. & M. (Iowa) Land Grant.....	Oct. 1, 1863	Oct. 1, 1893	7 "	Apr. 1 " Oct. 1	4170550 00
" Convertible.....	July 1, 1870	July 1, 1889	8 "	Jan. 1 " July 1	152500 00
"	July 1, 1869	July 1, 1894	8 "	Jan. 1 " July 1	69000 00
B. & M. in Neb. Consolidated Mortgage	July 1, 1878	July 1, 1918	6 "	Jan. 1 " July 1	12858000 00
" 4's of 1910.....	Jan. 1, 1880	July 1, 1910	4 "	Jan. 1 " July 1	8347000 00
Republican Valley R. R. 6's.....	July 1, 1879	July 1, 1919	6 "	Jan. 1 " July 1	1078000 00
C. B. & Q. Bond Scrip 5's of 1913.....					157 86
Total					\$80968707 86

Amount of debt funded per mile of road, \$15,139.88
(5,349.36 miles).

Amount of debt representing the road in Nebraska,
Kansas, and Colorado..... 32740000 00
Total amount of stock and debt.....157379212 86

Amount of stock and debt per mile of road, \$29,420.19
(5,349.36 miles).

Amount of interest paid representing the road in Nebraska, Kansas, and Colorado..... 1486803 74

DESCRIPTION OF ROAD.

TRACK.

Pacific Junction, Iowa, to Denver, Colorado:

The length of single main track owned by this company 307.77
The length of single main track leased by this company 285.56
The length of single main track representing the road in Nebraska..... 364.58

The length of double main track owned by the company.....	3.22
The length of double main track owned by the company in this state.....	8.22

BRANCHES.

The number of branch lines owned by the company in this state, and the length of single track on each respective branch.....	440.09
--	--------

B. & M. R. R. in Neb.:

Kenesaw to Kearney.....	24.32
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Rep. Valley R. R.:

York to Central City.....	41.31
Nemaha to Beatrice.....	65.56
Wymore to Beatrice.....	11.87
Hastings to Oxford Junction.....	102.94
Nemaha to Salem.....	17.60
Aurora to Grand Island.....	18.51
Aurora to Hastings.....	27.75
Table Rock to Amboy.....	180.23
Total	415.77
	440.09

The number and length of branch lines leased or otherwise controlled by the company in this state, and the number of miles of single track thereof...	977.10
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Omaha & Southwestern R. R.:

Omaha to Oreapolis.....	16.84
Crete to Beatrice.....	30.09
	46.93

Omaha & North Platte R. R.:

Omaha to Ashland.....	29.50
Ashland to Wahoo.....	18.75
	48.25

Nebraska Railway:

Nemaha to York.....	186.40
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Lincoln & Northwestern R. R.:

Lincoln to Columbus.....	73.08
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Atchison & Nebraska R. R.:

State Line to Lincoln.....	107.48
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Nebraska & Colorado:

DeWitt to Grant.....	280.50
Fairmont to Chester	45.19
Edgar to Superior.....	26.53 352.22
Chicago, Nebraska & Kansas R. R.:	
Odell to State Line.....	5.28
R. V., K. & S. W. R. R.:	
Republican to State Line.....	8.50
G. I. & W. C. R. R.:	
Grand Island to Whitman.....	198.96
Total	977.10
The aggregate number of miles of side track belonging to the company	276.10
The number of miles of side track belonging to the company in Nebraska.....	238.65
Number miles side track at each city of over five thousand inhabitants, and value of all of company's property at such points:	

CITIES.	Miles of side track.	Assessed valuation of all of company's property.
Omaha	12.31	\$112275 09
Lincoln	27.30	198085 83
Plattsmouth.....	11.12	242203 31
Nebraska City	5.47	81025 37
Grand Island.....	1.49	9505 22
Hastings	8.35	55092 16
Beatrice.....	2.03	12652 13

MILEAGE IN NEBRASKA, KANSAS, AND COLORADO.

MILEAGE OF PASSENGER TRAINS.

The number of miles run by passenger trains during the year preceding this report	2019999
The number of miles run by switching trains during the year preceding this report	1033951
The number of miles run by all other traffic trains except passenger, freight, and switching trains, during the year preceding this report (mixed trains).....	64740

MILEAGE OF FREIGHT TRAINS.

The number of miles run by freight trains during the year preceding this report.....	2269887
Average number of cars in passenger trains.....	4.34
Average weight of passenger trains exclusive of passengers (lbs.).....	320744
Average number of cars in freight trains	23.67
Average weight of freight trains, exclusive of freight (lbs.)	580790
Total train mileage	5388077

CAR MILEAGE.

Number of miles run by loaded freight cars east and south	17501937
Number of miles run by loaded freight cars west and north	24692410
Number of miles run by empty freight cars east and south	9801973
Number of miles run by empty freight cars west and north	3183533
Total freight car mileage	55179853
Percentage of empty freight cars hauled east and south, to all freight cars hauled east and south.....	35.90
Percentage of empty freight cars hauled west and north, to all freight cars hauled west and north...	11.42

MILEAGE, TRAFFIC, ETC.

SPEED OF TRAINS IN NEBRASKA.

Maximum schedule rate of speed of passenger trains, including stops (per hour).....	30
Same of freight trains.....	15
Minimum schedule rate of speed of passenger trains, including stops	22
Same of freight trains	8½

NEBRASKA BOARD OF TRANSPORTATION.

225

FREIGHT.

Total tons of freight carried.....	2527913.59
Percentage of freight originating at, and carried to, stations in Nebraska, to total freight carried in Nebraska. (This does not include supplies or material for the road).....	18.20

MONTHLY PASSENGER EARNINGS.

PASSENGER EARNINGS.

Passenger earnings for the month of July, 1886:	
Received from all passengers	\$ 216545 23
Received from other sources, passenger department.....	30593 90
Passenger earnings for the month of August, 1886:	
Received from all passengers	212968 29
Received from other sources, passenger department.....	28434 16
Passenger earnings for the month of September, 1886:	
Received from all passengers	247439 84
Received from other sources, passenger department.....	28391 53
Passenger earnings for the month of October, 1886:	
Received from all passengers	228123 64
Received from other sources, passenger department.....	28475 98
Passenger earnings for the month of November, 1886:	
Received from all passengers	199974 27
Received from other sources, passenger department.....	28822 05
Passenger earnings for the month of December, 1886:	
Received from all passengers	169821 87
Received from other sources, passenger department.....	29703 88
Passenger earnings for the month of January, 1887:	
Received from all passengers	147992 94
Received from other sources, passenger department.....	30592 74
Passenger earnings for the month of February, 1887:	
Received from all passengers	150069 09
Received from other sources, passenger department.....	29767 70
Passenger earnings for the month of March, 1887:	
Received from all passengers	217155 10
Received from other sources, passenger department.....	29580 16

Passenger earnings for the month of April, 1887:	
Received from all passengers	\$ 221699 43
Received from other sources, passenger department.....	29805 13
Passenger earnings for the month of May, 1887:	
Received from all passengers	289353 99
Received from other sources, passenger department.....	29762 08
Passenger earnings for the month of June, 1887:	
Received from all passengers	238946 45
Received from other sources, passenger department.....	29758 65

PASSENGER TRAFFIC.

PASSENGER TRAFFIC.

Total number of passengers carried.....	1606227
Average amount received from each passenger.....	\$1.45

RECAPITULATION.

Received from express and baggage	332934 35
Received from mails.....	219062 81
Total earnings passenger department for the year.....	2843778 10

MONTHLY FREIGHT EARNINGS.

FREIGHT EARNINGS.

Freight earnings for the month of July, 1886.....	\$502813 36
Freight earnings for the month of August, 1886.....	700103 32
Freight earnings for the month of September, 1886...	658202 40
Freight earnings for the month of October, 1886.....	746522 38
Freight earnings for the month of November, 1886....	558534 17
Freight earnings for the month of December, 1886....	604969 61
Freight earnings for the month of January, 1887.....	571073 19
Freight earnings for the month of February, 1887.....	489776 02
Freight earnings for the month of March, 1887.....	818543 60
Freight earnings for the month of April, 1887.....	502566 95
Freight earnings for the month of May, 1887.....	472286 54
Freight earnings for the month of June, 1887.....	405316 45

RECAPITULATION OF EARNINGS.

RECAPITULATION OF EARNINGS.

Total earnings of freight department for the whole year	\$7050839	74
Total transportation earnings.....	9874486	09
Earnings per mile of road operated (2,145.30 miles), \$4,658.02.		
Proportion of earnings for Nebraska	7944814	92
Rents received for use of stations, etc.....	43398	00
Earnings from all other sources.....	24805	79
Telegraph earnings, \$39,443.28.		
Total earnings from all sources.....	9982133	16
Proportion of earnings for Nebraska, \$7,944,814.92.		

EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

EXPENSE OF PASSENGER DEPARTMENT FOR THE YEAR.

Repairs of passenger locomotives, \$54,383.46.	
Repairs of passenger, baggage, express, and mail cars, \$99,235.91.	
Passenger locomotive service, \$148,081.51.	
Passenger train service, \$131,410.91.	
Passenger train supplies, \$14,597.89.	
Mileage of passenger cars (debit balance), \$82,330.29.	
Damages for loss of baggage, \$443.68.	
Damages to persons and property inflicted by passenger trains, \$24,378.67.	
Total	\$ 504861 82

EXPENSE OF FREIGHT DEPARTMENT FOR THE YEAR.

Repairs of locomotives, except passenger locomotives, \$121,560.15.	
Repairs of freight cars, \$217,522.60.	
Locomotive service other than passenger service, \$206,507.73.	
Train service other than passenger trains, \$150,850.33.	

Supplies for trains other than passenger trains,
\$14,723.69.

Mileage of cars, other than passenger cars (debit balance), \$81,784.48.

Damages for loss of freight, \$12,614.56.

Damages to persons and property inflicted by trains other than passenger trains, \$33,942.98.

Total	\$	839506	52
Fuel for all locomotives.....		527059	05
Water supply.....		59608	36
Oil and waste.....		56548	64
Telegraph expenses (maintenance and operating).....		97698	85
Agents and station service.....		400137	69
Station supplies.....		73808	29
Total.....		2559224	22

EXPENSES OF OPERATING THE ROAD.

Salaries of general officers and clerks, and other general expenses, including stationery and printing for general offices.....		379399	83
Legal expenses.....		52661	53
Insurance.....		14162	17
Printing and advertising.....		34612	09
Foreign agencies.....		48449	87
Miscellaneous expenses.....		1953	50
Rent of tracks.....		14116	24
Taxes in Nebraska, \$316,043.55.			
Taxes in other states, \$71,148.18. Total taxes		387191	73
Total.....		932546	96

MAINTENANCE OF WAY AND BUILDINGS (CHARGED TO OPERATING EXPENSES).

Repairs of road-bed and track, including cattle guards and road crossings.....		512836	59
Renewal of rails.....		159472	58
(No. tons laid, steel, 4,890 $\frac{7}{2}$ $\frac{9}{4}$.)			
(No. tons laid, iron, 67 $\frac{4}{2}$ $\frac{0}{4}$.)			
Renewal of ties.....		248193	19
(No. laid, 343,514.)			

Repairs of bridges, including culverts.....	\$ 104814 79
Repairs of fences.....	22556 97
Repairs of buildings, stations, and water-tanks.....	68260 66
Total.....	1116134 78

RECAPITULATION.

Maintenance of way and buildings.....	1116134 78
Maintenance of motive power and cars.....	492702 12
Conducting transportation.....	2066522 10
General expenses, including taxes	932546 96
Total operating expenses and taxes.....	4607905 96
Operating expenses and taxes per mile of road operated, (2,145.80 miles), \$2,147.01.	
Proportion of operating expenses and taxes for Ne- braska	3811400 77
Expenses of running and management of all trains earning revenue, not including taxes and rent of tracks.....	4206597 99
Percentage of expenses to earnings, as 462 to 1,000.	

GENERAL EXHIBIT FOR THE YEAR (ALL STATES).

GENERAL EXHIBIT.

Total earnings.....	\$29083522 90
Total expenses, including taxes.....	15116562 26
Net earnings.....	13966960 64
Rentals specifying amounts paid to each company.....	164708 36
In Illinois and Iowa, \$151,120.90.	
In Nebraska, \$18,587.46.	
Interest accruing during the year, \$4,416,237.24.	
Interest paid during the year	4416237 24
Interest paid during the year on account of the road in Nebraska, Kansas, and Colorado.....	1486303 74
Interest paid on funded debt.....	4416237 24
Dividends declared (2 per cent, quarterly)	6110852 00
Balance for the year.....	3275163 04
Balance at commencement of the year.....	11161384 05
Balance.....	14436547 09

Paid to sinking funds, \$1,589,929.44.

Less receipts B. & M. land grant, \$846,770.87\$ 743158 57

Balance at close of year, June 30th, 1887..... 13698388 52

INCOME ACCOUNT FOR THE YEAR.

INCOME ACCOUNT.

Income from earnings, Nebraska, Kansas, and Colorado.....	9982133 16
Proportion of the income for Nebraska.....	7944814 92

GENERAL RECAPITULATION.

Total income.....	9982133 16
Total operating expenses and taxes	4607905 96
Net income above operating expenses and taxes	5374227 20

SURPLUS.

In the hands of the trustees of the several mortgages
on this part of the C. B. & Q. road :

Sundry securities.....	2962729 64
Cash awaiting investment.....	67574 41

IMPROVEMENTS IN NEBRASKA.

IMPROVEMENTS.

The amount expended for improvements, new construction, and equipment during the year.....\$ 7915610 99

EXPENDITURES FOR ROLLING STOCK.

The amount expended for locomotives	94990 88
The amount expended for freight cars.....	453448 63
The amount expended for passenger cars, baggage cars, and other rolling stock	81155 44

EXPENDITURES FOR STATIONS, BUILDINGS, ETC.

The amount expended for station-houses.....	\$	104148	02
The amount expended for water-tanks.....		90008	22
The amount expended for round-houses.....		49344	71
The amount expended for all other buildings for the use of the road.....		70359	14

GENERAL BALANCE SHEET AT THE CLOSE OF
ACCOUNTS, JUNE 30, 1887.

DEBIT.

Construction account.....	\$91517624	80
Equipment account.....	20862903	78
Branch roads.....	41932136	03
Cash and cash items.....	1350453	09
Accounts and bills receivable and payable—balance....	3025989	21
Stocks and bonds of connecting and leased lines.....	10063961	92
Materials and supplies.....	3378546	38
Sinking funds.....	9941243	59
Total	182072858	70

CREDIT.

Capital stock.....	\$76390505	00
Funded debt.....	80988707	86
Income account.....	13693388	52
Renewal fund	9000000	00
Profit and loss.	2000257	82
Total	182072858	70

OTHER COMPANIES OPERATING ON YOUR ROAD,
ETC.

EXPRESS COMPANIES.

What express companies run on your road? Give the name of each of them, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company? Wells, Fargo & Co. They make their rates and do the ordinary express business. We take their freights on board cars.

COST OF ROAD AND EQUIPMENT (ALL STATES).

CONSTRUCTION OF ROAD AND BRANCHES NOT REPORTED SEPARATELY.

All items charged to construction	\$91517624	80
Branch roads.....	41932136	03
Total expended for construction.....	133449760	88
Average cost of construction per mile of road (4,224.733 miles).....	31587	74
Total for equipment	20862903	73
Average cost of equipment per mile of road operated by company (4,224.733 miles).....	4938	27
Total cost of road and equipment.....	154312664	56
Average cost of road and equipment per mile (4,224.733 miles).....	36526	01

PROPERTY ACCOUNTS IN NEBRASKA.

CHARGES AND CREDITS BY WHICH THE CONSTRUCTION AND EQUIPMENT ACCOUNTS HAVE BEEN INCREASED DURING THE YEAR.

Grading.....	\$ 2038601	97
Bridging and masonry.....	571829	39
Superstructure, including rails.....	3815605	30
Land, land damages, and fences.....	351266	59
Passenger and freight stations, coal sheds, water stations	260438	47
Engine houses, car sheds, turn-tables.....	53421	62
Machine shops, including machinery and tools	10115	60
Engineering, agencies, salaries, and other expenses during construction.....	159703	47
Double track extension.....	25038	63
Total for construction.....	7286021	04

EQUIPMENT.

Locomotives	94990	88
Passenger, mail, baggage, and express cars.....	81155	44

Freight, and other cars.....	\$ 453443 63
Total for equipment.....	629589 95
Total expenditures charged to property ac- counts.....	7915610 99
Net addition to property account for the year.....	7915610 99

DESCRIPTION OF ROAD.

Length main line of road from Pacific Junction, Ia., to Denver, Col.....	543.33
Length main line of road in Nebraska.....	364.58
Length of double track on main line	3.22
Same in Nebraska.....	3.22
Total length of branches owned by this company	440.09
Total length of branches owned by this company in Nebraska.....	440.09
Total length of branches leased or otherwise controlled by this company.....	1161.88
Total length of branches leased or otherwise controlled by this company in Nebraska.....	977.10
*Total length of road belonging to this company.....	747.86
Total length of road belonging to this company in Ne- braska	744.00
Aggregate length of sidings and other tracks not above enumerated	276.10
Same in Nebraska.....	238.65
Aggregate length of track, computed as single track, exclusive of sidings.....	2145.30
Same in Nebraska.....	1781.77
Total length of steel rails in tracks in Nebraska, ex- clusive of sidings	1225.31
Total length of iron rails in tracks in Nebraska, exclu- sive of sidings.....	556.46
[Weight per yard, steel 56, 60 and 66 pounds.]	
[Weight per yard, iron, 48 pounds.]	

* Total length of road *operated* by this company. 2,145.30 miles. Total length of road *operated* by this company in Nebraska, 1,781.77 miles.

Gauge of track, 4 feet 8½ inches.

Total number of miles ballasted with stone 77.16

Miles ballasted with stone during year covered by this
report..... 11.98

If any part of this road was first opened for operation
during the past year, state the date:

July 22, 1886, Elwood to Farnam.

August 4, 1886, Superior to Nelson.

August 12, 1886, Ravenna to Ansley.

August 26, 1886, Ansley to Broken Bow.

September 8, 1886, Strang to Edgar and Nelson.

September 18, 1886, Broken Bow to Anselmo.

September 13, 1886, Aurora to Hastings.

October 6, 1886, Farnam to Curtis.

October 12, 1886, Tobias to Strang.

November 11, 1886, Edgar to Blue Hill.

December 6, 1886, Strang to Hebron.

December 26, 1886, Blue Hill to Holdrege.

January 1, 1887, South Omaha to Ashland.

April 5, 1887, Ashland to Wahoo.

May 30, 1887, Anselmo to Whitman.

June 26, 1887, Curtis to Grant.

Total miles of road operated by this company 2145.30

Total miles road operated by this company in Ne-
braska 1781.77

STATIONS.

Number of stations on all roads operated by this com-
pany..... 274

Same in Nebraska..... 207

Number of telegraph offices in stations in Nebraska... 201

EMPLOYES.

Number of persons regularly employed on all roads
operated by this company 5465

Same in Nebraska..... 4823

Amount paid employes, including officials, on all roads
operated by this company..... 3482549 88

Same in Nebraska..... 2966861 83

STATEMENT SHOWING THE AVERAGE SALARY PER ANNUM OF THE SEVERAL CLASSES OF EMPLOYES.

Nature of Employment.	Av. Salary per Annum
General officers	\$ 3288 11
Clerks in offices.....	807 84
Telegraph operators.....	617 64
Station and soliciting agents.....	654 72
Station clerks.....	544 20
Yard and switchmen.....	696 40
Conductors	\$720 to 1200 00
Brakemen	\$540 to 660 00
Baggagemen	\$600 to 720 00
Engineers.....	1443 24
Firemen.....	748 92
Shopmen.....	584 04
Bridge and building repairers.....	653 76
Track foremen.....	580 44
Track laborers	about 400 00
Civil engineers.....	1010 40

BRIDGES IN NEBRASKA.

Wooden truss bridges over 100 feet in length.....	20
Iron bridges over 100 feet in length	5
Wooden trestle and pile	1797

BOX CULVERTS IN NEBRASKA.

Timber.....	954
Stone.....	187

CATTLE-GUARDS.

Number of in Nebraska	465
-----------------------------	-----

RENEWAL OF BRIDGES AND CULVERTS IN NEBRASKA.

Amount of timber used in renewals of wooden bridges during the year (feet B. M.).....	557300
Amount of trestle work replaced with earth during the year (lineal feet)	2818
Timber culverts replaced with sewer pipe.....	2
Timber culverts replaced with timber.....	3

BRIDGES BUILT WITHIN THE YEAR IN NEBRASKA.

Table Rock yard, pile and trestle, wood (feet).....	20
North of Table Rock, girder, iron, "	8
20th St., Omaha, pile and trestle, wood, "	112
Omaha to Oreapolis, " " "	80
" " " "	112
" " " "	172
" " " "	100
Total	604

Give the average number of years the trestle and pile bridges last on your road in Nebraska. 10 years.

Give the average number of years that wooden truss bridges last on your road in Nebraska. 8 years.

ROAD-BED AND TRACK.

Number of track sections in Nebraska.....	272
Average length of sections (miles).....	6.5
Average number of men in each section gang	4
Number of new ties laid in track during the year in Nebraska	246426
Average number of new ties per mile of road.....	138
New rails laid in track during the year in Nebraska—steel (4182 $\frac{1}{2}$ tons), miles.....	95.06
Total track laid with new rails during the year in Nebraska, miles.....	95.06
What is the average number of years that iron rails last in your track on main line in Nebraska? Six years.	
What is the average number of years that iron rails last in your track on branches in Nebraska? Ten years.	
What is the average number of years that steel rails last in your track on main line in Nebraska? Eight years.	

What is the average number of years that steel rails last in your track on branches in Nebraska?
Twelve years.

What is the average number of years that ties last in your track in Nebraska? Eight years.

CROSSINGS IN NEBRASKA.

What railroad crosses your road at grade, and at what locality? Union Pacific railroad at Omaha, West Lincoln, Lincoln (2), Central City, Grand Island, Columbus, Beatrice, Wahoo, David City, Nantasket, East Wymore. Chicago, Kansas & Nebraska railroad at Beatrice (2) and Hebron. St. Joseph and Grand Island railroad at Belvidere, Endicott, Hastings, Edgar. Fremont, Elkhorn & Missouri Valley railroad at Capital Mills, Wahoo, David City, Seward (2), York. Missouri Pacific railroad at Louisville, Nebraska City, Dunbar, Auburn, Lincoln (2), Verdon, Falls City, Kansas City & Omaha railroad at Sutton, Nelson, Tobias, Reynolds. Lincoln & Northwestern railroad at Seward (crosses Neb. Ry.)

What railroads cross your road, either over or under, and at what locality? Union Pacific railroad at Omaha and Deerfield (under.) Missouri Pacific railroad at Omaha (under). Kansas City & Omaha railroad at York (under). Chicago, Kansas & Nebraska railroad at Pawnee (over).

Number of highway crossings at grade.....	1639
Number of highway crossings at which there are flagmen	9
Number of highway crossings over railroad.....	15
Number of highway crossings under railroad.....	19
Number of highway bridges 18 feet above track.....	13

FENCING IN NEBRASKA.

How many miles of your road in Nebraska are fenced?	1019.69
How many miles of new fencing have you built during the year?	330.32
Give the number of miles needed on both sides of your track in each county in Nebraska.....	

County.	Miles needed June 30, 1886.	Miles needed June 30, 1887.
Adams.....	77 08	81 05
Buffalo.....		38 97
Butler.....	51 31	43 20
Clay	23 74	77 10
Custer		82 58
Cass.....		37 74
Dawson.....		5 00
Douglas	5 11	7 33
Fillmore	21 60	104 56
Franklin	37 18	47 00
Furnas	23 59	26 00
Frontier.....		38 00
Gage	70 88	105 00
Gosper.....	24 90	20 50
Hamilton.....	36 48	92 40
Hall	2 26	38 01
Harlan	98 56	62 00
Hitchcock	6 00	5 50
Johnson.....	56 10	65 08
Jefferson.....	87 20	38 40
Kearney.....	49 28	60 36
Lancaster.....	89 06	145 04
Lincoln.....		18 00
Merrick	3 66	7 32
Nuckolls	40 28	93 50
Nemaha	36 57	70 21
Otoe	40 30	74 18
Pawnee.....	43 20	30 56
Platte	6 37	12 74

County.	Miles needed June 30, 1886.	Miles needed June 30, 1887.
Phelps.....	65 19	39 00
Richardson	80 08	55 49
Red Willow.....	39 56	18 50
Sarpy.....	4 97	15 68
Seward	62 17	75 49
Saline	53 93	105 69
Saunders.....	3 60	18 05
Sherman		25 04
Thayer.....	58 34	66 94
Webster.....	68 52	84 60
York	8 30	37 56
Total.....	1375 37	2067 37

ROLLING STOCK FOR NEBRASKA, KANSAS, AND COLORADO.

	Owned.	Total.
Number of locomotives.....	168	168
Number of passenger cars.....	80	80
Number of baggage, mail, and express cars.....	57	57
Number of box freight cars	2747	2747
Number of stock cars.....	1466	1466
Number of platform and coal cars.....	1323	1323
Number of other cars.....	108	103
Total number of cars.....	5776	5776

Maximum weight of locomotives and tenders, 71.42 tons.

Average weight of locomotives and tenders, 53.69 tons.

Number of locomotives equipped with train brake..... 93

Kind of brake, Westinghouse Automatic.

Maximum weight of passenger cars, 31.60 tons.

Average weight of passenger cars, 24.58 tons.

Number of cars equipped with train brake, all passenger cars.

Kind of brake, Westinghouse Automatic.

Number of passenger cars equipped with Miller platform and buffer, all passenger cars.

The amount of tonnage that can be carried over your road, exclusive of cars, by an engine of given weight. Weight of engine, 78,000 lbs., 36.5 tons.
24 cars at 30,000 lbs., 720,000 lbs.

Number of freight cars equipped with train brake..... 100

TONNAGE OF ARTICLES TRANSPORTED IN NEBRASKA, KANSAS, AND COLORADO.

	Tons.	Per cent.
Grain	932799	36.6
Flour	29762	01.2
Provisions (beef, pork, lard, etc.).....	38733	01.5
Animals	216702	08.5
Other agricultural products	20264	00.8
Lumber and forest products.....	386078	15.2
Coal	327472	12.8
Plaster, lime, and cement	26404	01.0
Salt	18805	00.7
Iron, steel, and castings.....	28894	01.2
Stone and brick.....	168876	06.6
Manufactures—articles shipped from point of production.....	31410	01.3
Merchandise and other articles not enumerated above.....	322527	12.6
Total tons carried	2548726	100.0

TONNAGE CROSSING THE MISSOURI RIVER BRIDGE AT PLATTSMOUTH, NEBRASKA, FOR THE YEAR ENDING JUNE 30, 1887.

East bound number of tons	789926.80
West bound number of tons.....	937159.88
Total tons.....	1727086.18

TONNAGE OF ARTICLES TRANSPORTED WITHIN THE STATE OF NEBRASKA.

	Tons.	Per Cent.
Grain	925229	36.6
Flour	29118	01.2
Provisions (beef, pork, lard, etc.).....	38733	01.5
Animals	214692	08.5
Other agricultural products	19891	00.8
Lumber and forest products.....	383766	15.2
Coal	323740	12.8
Plaster, lime, and cement.....	26404	01.0
Salt.....	18806	00.7
Iron, steel, and castings.....	28880	01.2
Stone and brick.....	168276	06.6
Manufactures—articles shipped from point of pro- duction	31369	01.3
Merchandise and other articles not enumerated above	319010	12.6
Total tons carried	2527914	100.0

ADDITIONAL QUESTIONS.

SLEEPING-CARS.

Do sleeping, parlor, or dining-cars run on your road, and if so, on what terms do they run, by whom are they owned, and what charges are made in addition to regular passenger rates? The Pullman Palace Sleeping Car Co. runs sleeping-cars on the road. It makes its own tariff.

What is the total amount paid by your company to palace or sleeping-car companies, to what companies, and the amount paid to each? Please state fully the arrangement by which these cars run on your road, the terms, and who receives the earnings. The railroad company maintains and repairs the sleeping-cars, and the Pullman company maintains everything relating to the sleeping apparatus. The Pullman company receives the earnings.

UNITED STATES MAIL IN NEBRASKA.

What is the compensation paid you by the U. S. Government for the transportation of its mails on your road in Nebraska, and on what terms of service? \$174,150.65 for the year ending June 30, 1887, on the usual terms prescribed by the post-office department.

What amount have you paid for receiving and delivering mail to and from stations on your road in Nebraska? \$2,124.48 for year ending June 30, 1887.

TELEGRAPH.

How many miles of telegraph are owned by your company in Nebraska? 1,408.02, and is part owner of 180.56 miles additional. What other company, if any, owns a line of telegraph on your right-of-way in Nebraska, and how many miles do each own? The Western Union Telegraph Co. owns 136.50 miles of telegraph on our right-of-way, and is part owner of 180.56 miles additional.

LANDS—CONGRESSIONAL GRANT.

State the number of acres of land your company has already received from the congressional grants.....	2315864.09
State the number of acres of land your company has already received from this state.....	50000.00
State the number of acres yet to inure to your company from congressional grants.....	8897.23
State the average price at which these lands have been sold or contracted by the company.....\$	4 90
State the number of acres sold. 2,285,629.46. Amount unsold, 80,284.63 acres.	
State the amount received from sales.....	9640368 14
State the amount unpaid on outstanding contracts.....	1561591 73
State the gross amount received from sales, contracts, forfeited contracts, etc., up to June 30, 1887.....	13080705 27
State the amount expended in sale and management of lands.....	1624994 78
State the amount of taxes paid on lands.....	1137530 02
State the amount realized from the sale of lands above the expenses incurred in the management and taxes.....	6877843 34

TABULAR STATEMENT OF ACCIDENTS.

Causes of Accident.	KILLED.		INJURED.		
	Employees.	Others.	Passengers.	Employees.	Others.
Collisions.....	1			4	
Caught in frogs, guard rails, or switches	1				
Coupling cars.....	1			104	1
Falling from trains.....	2		1	17	1
Getting on and off trains.....			6	10	2
Miscellaneous.....	3	4	3	62	4
Stealing rides.....					1
While intoxicated					2
Trespassers on track.....		9			7
Total	8	13	10	197	18

SUMMARY OF ACCIDENTS FOR NEBRASKA.

Number of persons killed during the year	21
Number of persons injured during the year	225
Number of casualties purely accidental during the entire year.....	185
Number resulting from lack of caution, carelessness, or misconduct	61
Number of persons killed while intoxicated	1
Number of persons injured while intoxicated.....	2
Number of trespassers on track killed.....	9
Number of trespassers on track injured.....	7
Number of tramps or others stealing rides killed or injured.....	2

All of which is respectfully submitted.

H. A. BABCOCK,	}	<i>Board of Transportation.</i>
WM. LEESE,		
C. H. WILLARD,		
JOSEPH SCOTT,		
G. L. LAWS,		

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SECOND ANNUAL REPORT

OF THE

BOARD OF TRANSPORTATION

FOR THE

YEAR ENDING JUNE 30, 1888.

STATE OF NEBRASKA.

SECOND ANNUAL REPORT

OF THE

BOARD OF TRANSPORTATION

FOR THE

YEAR ENDING JUNE 30, 1888.

STATE OF NEBRASKA.

BoA

SECOND ANNUAL REPORT

OF THE

BOARD OF TRANSPORTATION

FOR THE

Year Ending June 30, 1888.

STATE OF NEBRASKA.

LINCOLN, NEB.:
JOURNAL COMPANY, STATE PRINTERS.
1888.

For the year ending June 30, 1888, amounted to\$18106699 38
 For the year ending June 30, 1887..... 17232895 44

An increase of..... \$873808 94
 The average gross earnings per mile of road during
 the year ending June 30, 1887, amounted to \$4828 54
 For the year ending June 30, 1888..... 3691 28

A decrease of..... \$1137 26

This decrease in gross earnings was caused by the introduction of several new lines of railroad, amounting to 922.10 miles, as heretofore stated, and from the strike on the B. & M. R. R.

The earnings from passenger trains, per mile run, are as follows:

C., St. P., M. & O., \$0.77; St. Jo. & G. I. R. R., \$0.7044; Union Pacific Ry., \$1.46; O. & R. V. R. R., \$0.64; B. & M. R. R. in Neb., \$1.25.

The earnings from freight trains, per mile run, were:

S. C. & P. R. R., \$4.487; F., E. & M. V. R. R., \$1.544; C., St. P., M. & O. Ry., \$1.64; St. Jo. & G. I. R. R., \$1.81; Union Pacific Ry., \$1.91; O. & R. V. R. R., \$1.61; B. & M. R. R. in Neb., \$1.81.

The average cost to move one passenger one mile is reported to be as follows:

C., St. P., M. & O. Ry., 2.45 cents; St. Jo. & G. I. R. R., 3.80 cents; Union Pacific Ry., 1.618 cents; B. & M. R. R. in Neb., 4.562 cents.

The average cost to move one ton of freight one mile is reported to be as follows:

C., St. P., M. & O. Ry., .94 cents; St. Jo. & G. I. R. R., .691 cents; Union Pacific Ry., .59 cents; O. & R. V. R. R., .513 cents; M. P. Ry., .76 cents.

The operating expenses and taxes for the mileage in Nebraska, as reported to the Board, were as follows:

For the year ending June 30, 1888.....\$12916517 39
 For the year ending June 30, 1887..... 9756232 42

An increase of..... \$3160284 97

The difference between operating expenses and taxes, and the earnings, for the year, is \$5,190,181.99, a falling off from the net earnings of last year of \$2,286,482.03.

TAXES PAID IN NEBRASKA.

The railroads operating in this state paid taxes to the amount of \$910,670.46, a shade over five per cent of the earnings in the state.

TRACK IN NEBRASKA.

The total mileage in Nebraska June 30, 1888, amounted to 4,905.26 miles, an increase of 922.10 miles.

At the same time the track laid with steel rails amounted to 3,865.70 miles, an increase of 1,075.72 miles. Seventy-eight per cent of the total mileage in Nebraska is laid with steel rails.

ACCIDENTS.

The following table gives statistics as to accidents for the year:

KILLED.	
Passengers	12
Employees.....	43
Others.....	33
Total.....	88
INJURED.	
Passengers	51
Employees.....	454
Others.....	43
Total.....	548

DEBT.

The proportion of the debt for the several roads for the state of Nebraska, as collated from the reports of the various companies, for the two years named below, is as follows:

For the year ending June 30, 1888.....	\$108381347	95
For the year ending June 30, 1887.....	95422567	62
Increase	\$13958780	33

The capitalization of the railroads within the state of Nebraska, representing the portions of the various systems within the state, has been increased \$16,084,401.80, while the mileage in the state has been increased during the same period 922.10 miles. The new mileage is therefore represented by \$17,443.23 capitalization per mile.

COST.

The cost of the railroads in Nebraska, as reported by the several railroad companies, is as follows:

For the year ending June 30, 1888.....	\$156891966	25
For the year ending June 30, 1887.....	166199094	81

A decrease of.....	\$9307128	06
--------------------	-----------	----

This decrease can be accounted for in this wise: Heretofore the railroad companies reported the cost of road and equipment for the whole systems, and the only method by which the Board could arrive at a result showing the cost of the mileage in this state was to do so upon the basis of the mileage in this state as compared to the whole mileage, while this year most of the roads have reported the cost of the road and equipment in this state. We believe the cost as reported at this time to more nearly approximate the true cost of the mileage in Nebraska.

The following complaints have been entertained by the Board during the year covered by this report:

No. 1.

The Lincoln Board of Trade and Freight Bureau,	}
vs.	
The Burlington & Missouri River Railroad in Ne- braska.	

The complaint in this case was based upon the following charges, as laid down in the syllabus preceding the complaint:

"Complaints are made against the Burlington & Missouri River in Neb. and Chicago, Burlington & Quincy (owner) railways, as follows: For unjust and unreasonable freight charges; extortionate

freight rates ; disregard for distance and the long and short haul ; discrimination against this locality ; disregard for precedent established prior to April 5th last ; disregard for similar conditions and circumstances ; disregard for Lincoln as a commercial center and rate-basing point ; and an unlawful combination against the mercantile, manufacturing, and financial prosperity of the city of Lincoln, Nebraska."

A copy of the complaint was served on the respondent, as required by law, but before the day for answer to be filed the Board of Trade and Freight Bureau requested that the complaint be withdrawn.

No. 2.

Lincoln Board of Trade and Freight Bureau	}
vs.	
The Missouri Pacific Rail- way Company	

The complaint in this case covered essentially the same grounds as the preceding complaint, and, as it involved interstate rates, was finally certified to the Interstate Commerce Commission.

No. 3.

Plummer, Perry & Co.	}
vs.	
The Union Pacific Rail- way Co.	

The above firm complained of the rebilling rate of fifteen cents per hundred pounds from Omaha to Lincoln on a car load of sugar shipped from San Francisco, California, and consigned to Lincoln, Neb., the rate from San Francisco to Omaha being sixty cents per hundred pounds.

The railway company filed answer denying the authority of the Board to fix rates, claiming exemption from the authority of the Board because of its being chartered by the government of the United States prior to the organization of the state of Nebraska ; also for the further reason that the shipment in controversy was one com-

ing under the provisions of the act of congress "To Regulate Commerce," and was without the jurisdiction of the Board.

A hearing was had upon the matter, but no testimony taken, and Secretaries Munger and Ager united in a recommendation that the complaint be dismissed for the reason that the shipment complained of was an interstate shipment over which this board had no jurisdiction. Secretary Mason filed a minority report, in which he recommended that testimony be taken, and then if the testimony disclosed the fact to be that the subject-matter was one over which this Board had no jurisdiction, the complaint be dismissed. At the session of the Board held on December 1st, 1887, the report of the secretaries was taken up, and a motion made to dismiss the complaint in accordance with the recommendation of a majority of the secretaries. But four members of the Board being present, two of them voting in favor of the adoption of the motion, and two against it, the motion was lost.

The matter is still pending before the Board.

No. 4.

Theodore Schrack,
vs.
The Burlington & Mis-
souri River Railroad
in Nebraska.

Mr. Schrack complained of the continual blocking of the public road leading into Alma from the south, by freight trains occupying the track. A copy of the complaint was served upon the company, and of date August 4th, 1887, the company notified the Board that it had made arrangements to provide another crossing at Alma, and had given such orders as would prevent obstruction of highways by trains. A copy of the reply was sent to Mr. Schrack, and he was requested to inform the Board whether the arrangements were satisfactory to him. No reply has been received, and no further complaint has been made.

No. 5.

S. R. Smith,

vs.

Burlington & Missouri
Railroad in Nebraska. }

The complaint in this case alleged that the village of Indianola had passed an ordinance providing a system of storm water sewerage. That it was necessary to the successful carrying out of the system, to conduct the water across the right of way of the respondent. That the company had been notified to construct the necessary ditches, but had failed and refused to do so.

That to carry out the system of drainage, as provided by the board of trustees of the village, it is necessary for such drains to be put across said right of way.

A hearing was had at Indianola, and subsequently the Board passed an order requiring the company to comply with the demands of the petitioner. Since which time, the Board has been informed that a compromise was arrived at between the authorities of the village and of the respondent company.

No. 6.

Lincoln Board of Trade
and Freight Bureau,
Complainant,

vs.

The Fremont, Elkhorn &
Missouri Valley Rail-
road Co. }

This is by far the most important complaint entertained by the Board during the year. As it involves much of public interest, the record of the case is set forth in full.

The complaint was filed July 21st, 1888, and is as follows:

"Complaint of the Lincoln Board of Trade and Freight Bureau, of Lincoln, Neb., against the Fremont, Elkhorn & Missouri Valley Railway Company, charging said company with discrimination by quoting unreasonable and unjust rates from this city, and asking for equalized rates from Lincoln to all points on that line, as compared

with other competing jobbing and manufacturing points within the state of Nebraska.

To the Honorable Board of Railway Commissioners of the State of Nebraska:

It is the common custom of railway companies doing business within the same territory to recognize cities doing a similar jobbing and manufacturing business as entitled to equal consideration in a commercial sense, and without discriminating against localities, to so distribute rates that such established important points may enjoy the same facilities throughout the same competing territory for the same trade.

Also, in considering this question, the bearing of all rates from different stand-points become factors, the rates *to* regulating to a very great extent the rates *from* a commercial center. The facts gathered from the commercial field of the country at large demonstrate this to be the method governing railway lines in framing freight tariffs. For example, the rate from the Atlantic seaboard points vary, based on the cost of ocean freights. Again, Milwaukee and Chicago are equalized from the east, and to the west, also St. Louis rates are higher from the sea-board than Chicago or Milwaukee rates, but the rates from that point west are less, and the same agreed differentials are applied from St. Louis to points in Iowa, Nebraska, Kansas, Texas, etc. Further, Kansas City, Atchison, Leavenworth, and St. Joseph have equalized rates from the east, and also west to points in the state of Kansas where individual lines reach each of those cities. (It would not be expected that a road running from St. Joseph and not from Kansas City would make the same rates from both points to points on that line within that state; also, this complaint would not be made against the Fremont, Elkhorn & Missouri Valley Railway if that road did not reach Lincoln from the east and distribute goods within the state.)

It must be admitted that Lincoln is a large jobbing and manufacturing point compared with any other points within this state. Therefore, according to the custom of railways, and the laws governing commercial business, this city is entitled to rates that will give free access to trade on an equality with other jobbing commercial centers within the state on lines diverging from this city.

If the Nebraska lines of railway combine to make the rates *to* Lincoln, for the jobbers and manufacturers, there should be concerted action in making the rates *out*. If a line, a party to the *in rates to* the jobbing points in question within the state, equalizes rates on business hauled through Lincoln to a point thirty (30) miles west thereof, and eighty-five (85) miles from the shipping point, why should not a line belonging to the combination on *in rates* equalize from Lincoln to a point thirty (30) miles beyond Fremont, and eighty-two (82) miles from Lincoln?

The practice of the railways in banding together to make equalized rates *in*, and disbanding to avoid making equalized rates *out*, is unreasonable and unjust when it destroys the business of a city affected by both the *in* and *out* rates.

Attention is called to F., E. & M. V. Tariff, No. 356, taking effect July 15th, and F., E. & M. V. Tariff No. 336, taking effect July 24th. The rates from Fremont and Lincoln to Norfolk are the same, while to other points north and west of Fremont, the rates vary from 1c to 15c per cwt. on the classes. If the rates are the same from the points named to Norfolk, why are they not the same to all other points? This is what is asked for by complainants, because it is equitable, and without it the jobbing and manufacturing interests of Lincoln cannot distribute their goods on the road complained of to points north and west of Fremont.

In equalizing rates from jobbing and commercial centers, it is not claimed that they should commence at points immediately adjacent, but that a certain territory surrounding each city should be conceded to that place by virtue of location. It is seemingly questionable as to how far this preference should extend. The Burlington & Missouri River Railroad, for example, has equalized Omaha and Lincoln at a point thirty (30) miles west of Lincoln. If this should be considered a correct basis, then Lincoln should be equalized with Fremont and Omaha at points laying thirty (30) miles north and west of those cities.

Finally, the Fremont, Elkhorn & Missouri Valley Railway is a factor in the combination that makes rates to and from Omaha, Fre-

mont, and Lincoln; also, that line fully protects Fremont and Omaha, in framing tariffs that govern in distributing business, but discriminates against Lincoln.

Complainants pray that your honorable body will remove such discrimination against this city, and place the distributing rates on a just and reasonable basis as compared with these competing points.

STATE OF NEBRASKA, } ss
LANCASTER COUNTY, }

Isaac M. Raymond and John E. Utt, being first duly sworn, depose and say that they are respectively the president and secretary of the Lincoln Board of Trade, and that the facts as herein set forth are true as they verily believe.

ISAAC M. RAYMOND,
President Board of Trade.

JOHN E. UTT,
Secretary Board of Trade.

Subscribed in my presence and sworn to before me, this 20th day of July, 1887.

[SEAL]

R. C. HAZLETT,
Notary Public.

The complaint was served upon the company July 22d, 1887, and on August 2d, the following demurrer was filed by the company :

Before the Board of Transportation of the State of Nebraska :

<p>The Lincoln Board of Trade and Freight Bureau of Lincoln, Nebraska, <i>Plaintiff,</i></p> <p style="text-align: center;">vs.</p> <p>The Fremont, Elkhorn & Missouri Valley Railroad Company, <i>Defendant.</i></p>	}
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And now comes the respondent, the Fremont, Elkhorn & Missouri Valley Railroad Company, and respectfully insists that the respondent ought not to be required to answer the said petition and complaint of the plaintiff filed herein, because it says that it does not appear

from said complaint and petition that the respondent has in any way violated the laws of the state of Nebraska; and the respondent therefore prays that said complaint and petition may be dismissed, and that the respondent may go hereof without day.

THE FREMONT, ELKHORN & MISSOURI VALLEY R. R. CO.,

By JOHN B. HAWLEY, *its Attorney.*

Argument was made on the demurrer the same day, and the following is the transcript of the proceedings of the Board in relation thereto:

And now, on this second day of August, 1887, came the parties to the complaint of the Lincoln Board of Trade and Freight Bureau against the Fremont, Elkhorn & Missouri Valley Railroad Company, Hon. G. M. Lambertson appearing for the complainant, and Hon. John B. Hawley for the respondent.

After hearing the arguments for and against the demurrer heretofore filed by the respondent, the Board ordered that the demurrer be sustained; that leave be given to the Board of Trade to file an amended complaint on or before Monday, the 8th day of August, 1887, and that the respondent, the Fremont, Elkhorn & Missouri Valley Railroad Company, have until the following Monday thereafter to make answer to such amended complaint.

AMENDED COMPLAINT.

Filed August 6th, 1887.

Before the Honorable Board of Railway Commissioners of the State of Nebraska:

Amended complaint of the Lincoln Board of Trade and Freight Bureau, of Lincoln, Neb., against the Fremont, Elkhorn & Missouri Valley Railway Company, charging said company as follows: 1st. With discrimination in the freight rates charged by said company against Lincoln and other points within the state. 2d. With charging, demanding, and receiving unjust and unreasonable and extortionate rates on local freight in the state of Nebraska as compared with Illinois, Iowa, and Minnesota; and asking and demanding that said local rates be reduced two-thirds, and equalized on some basis that

will be just, and place Lincoln, Omaha, and Fremont on a just and equal basis, and your complainants, in this amended complaint, waive nothing of their original complaint, set forth by way of argument, statement, or illustration. The said Board of Trade and Freight Bureau of Lincoln, Neb., submit that the said complainant is a corporation, duly incorporated under the laws of the state of Nebraska, and allege and aver the following facts against the said Fremont, Elkhorn & Missouri Valley Railway Company, a corporation operating a railroad and doing business in the state of Nebraska:

1st. The local rates of freight of said railroad company are unjust, unreasonable, extortionate, and oppressive, and too high, as shown by attached table of comparative local rates, giving the figures for three hundred (300) miles north-west of Lincoln on said railroad, as compared with the local tariffs in Iowa and Minnesota. That said tariff on the line of said railway as therein set forth, is unjust, unreasonable, extortionate, and oppressive, and should be reduced sixty-six and two-thirds per cent ($66\frac{2}{3}$) of the present rate. The said table herein set forth exhibits local rates on said Fremont, Elkhorn & Missouri Valley Railway for the distance of three hundred miles aforesaid, and is the printed and published tariff rates of said line of railway, defendant, herein referred to, and is made a part of this complaint. It is alleged by the complainants that the local rates charged within the state of Nebraska on said road beyond Valentine, and in excess of distance of three hundred (300) miles, as shown in comparative table herein set forth, is still more unjust, unreasonable, oppressive, and extortionate, as compared with the tariffs in Iowa and Minnesota, and in justice should be reduced at least sixty-six and two-thirds ($66\frac{2}{3}$) per cent, and said railway not be permitted to charge within the state more than one-third of the present rates as charged.

2d. And further complaining against said Fremont, Elkhorn & Missouri Valley Railway Company, complainants state and charge the following facts against said railroad, defendant, viz.: Charging and collecting unjust, unreasonable, extortionate, and excessive rates from Lincoln, Neb., to points on their said line of railway in the state of Nebraska as compared with the rates charged and collected for

the transportation of freight from Fremont and Omaha, thereby discriminating against Lincoln and local points located on said railway. The said rates quoted, charged, and collected by said railway from Lincoln, being in fact unjust, unreasonable, extortionate, and prohibitory upon the commerce and business of said city of Lincoln, as shown in the following tables:

	1	2	3	4	5	A	B	C	D	E
From Omaha.....	1.56	1.43	1.26	1.06	1.01	83	68	53	53	23
From Lincoln	1.56	1.43	1.26	1.06	1.01	83	68	53	53	23
From Fremont.....	1.46	1.30	1.18	1.00	92	75	56	44	25	20
Difference in favor of										
Fremont.....	10	13	8	6	9	8	12	9	8	3

Rates to Oakdale—

From Omaha.....	66	56	48	41	35	32	26	22	21	11
From Lincoln	66	56	48	41	35	32	26	22	21	11
From Fremont.....	56	47	41	35	30	26	21	17	16	8
Differences..	10	9	7	6	5	6	5	5	5	3

The latter differences are the same as the Chicago differentials. The rates between Chadron and Oakdale vary between the differences shown.

Rates to Norfolk—

From Omaha.....	50	43	35	30	22½	25	19	17	13	10
From Lincoln (132										
miles)	50	43	35	30	22½	25	19	17	13	10
From Fremont (80										
miles).....	49	40	35	30	22½	25	17½	13½	13	7½
Differences.	1	3					1½	3½		2½

Rates to Crowell—

From Omaha.....	38	33	30	25	20	18	14	13	13	6
From Lincoln (81										
miles)	38	33	30	25	20	18	14	13	13	6
From Fremont (29										
miles).....	25	20	18	15	12	12	10	9	8	6
Differences	13	13	12	10	8	6	4	4	5	

And further, complainants allege that said railroad company charges and collects unjust, unreasonable, and extortionate freight rates to said city of Lincoln, and in support of this charge, and in support of said charge set forth the following tables, showing the rates of freight as charged and collected under the Western classification, from Chicago, Milwaukee, Racine, and common commercial points or shipping centers in Illinois and Wisconsin, taking Chicago rates :

	1	2	3	4	5	A	B	C	D	E
To Omaha.....	90	75	50	35	30	32½	29½	23	20	16
To Fremont.....	100	84	57	41	35	40	35	28	25	21
To Lincoln	100	84	57	41	35	40	35	28	25	21

Also from Mississippi river points, St. Louis to Clinton, inclusive :

	1	2	3	4	5	A	B	C	D	E
To Omaha.....	70	55	40	30	25	25	22	18	15	11
To Fremont.....	80	64	47	36	30	32	27	23	20	16
To Lincoln.....	80	64	47	36	30	32	27	23	20	16

The differentials in favor of Omaha are:

1	2	3	4	5	A	B	C	D	E
10	9	7	6	7	7½	6½	5	5	5

Also from Pacific coast points, Los Angeles to Portland, inclusive :

	Canned Goods.	Sugar.	Fruit
To Omaha	75	60	90
To Fremont.....	90	75	110
To Lincoln.....	90	75	110
Difference in favor of Omaha.....	15	15	20

And all other classes of freight in proportion.

The foregoing reference to and quotation of rates from trade centers without the state of Nebraska, to Omaha, Lincoln, and Fremont, commercial centers within the state, are made by way of illustration, and to show the great discrimination in favor of Omaha, when local rates are considered in connection with through rates from the commercial centers in said citations named without the state.

Complainants pray that your honorable body will remove the discrimination in rates as alleged, and place the city of Lincoln and other points on an equalized rate basis with Omaha and Fremont in the

tariffs referred to, and also reduce the local rates in this state to a reasonable and just basis, or at least sixty-six and two-thirds per cent less than the present tariffs referred to, and for such other and further relief as may be deemed just and equitable, and good conscience and right may require.

(Verified.)

COMPARATIVE TABLE OF DISTANCE TARIFFS.

	DISTANCES	1	2	3	4	5	A	B	C	D	E
Iowa	5	13	12	10	8	6	6	5	4	3	2
Minnesota	5	12	10	8	6	5	5	5	3½	3	2½
Nebraska.....	5	13	12	10	8	6	7	6	6	4	3
Iowa	10	15	13	11	9	7	7	5½	4½	4	3
Minnesota	10	15	13	11	8	6	6	5	4½	3½	3
Nebraska.....	10	16	14	12	10	9	8	6	6	4	3
Iowa	15	17	14	12	9	7	8	6	5	4½	4
Minnesota	15	18	15	12	9	7	7	6	5½	4½	3½
Nebraska.....	15	18	16	14	11	10	9	7	7	4	3
Iowa	20	19	16	13	10	8	8½	6½	5½	5	4
Minnesota	20	21	18	14	11	8	8	7	6	5	4
Nebraska.....	20	20	18	16	13	11	10	7	8	5	3
Iowa	25	20	17	14	11	9	9	7	6	5½	4
Minnesota	25	24	20	16	12	10	10	8	7	6	5
Nebraska.....	25	22	20	18	15	12	11	8	9	5	3
Iowa	30	22	19	15	12	10	9½	7½	6½	6	5
Minnesota	30	27	23	17	14	11	11	9	8	7	6
Nebraska.....	30	24	22	20	16	13	12	9	9	6	4
Iowa	35	24	20	16	12	10	10	8	7	6½	5
Minnesota	35	29	25	19	15	12	12	10	9	7	6
Nebraska.....	35	26	24	22	17	14	13	10	10	6	4
Iowa	40	25	20	16	13	10	10½	8½	7½	7	6
Minnesota	40	30	26	20	15	12	12	11	9	8	6
Nebraska.....	40	28	26	24	18	16	14	11	10	7	4
Iowa	45	26	21	17	14	11	11	9	8	7	6
Minnesota.....	45	31	26	20	16	12	12	11	9	8	6
Nebraska.....	45	30	28	25	19	16	15	12	11	7	4

	DISTANCES	1	2	3	4	5	A	B	C	D	E
Iowa	50	27	22	17	14	11	11½	9½	8½	8	6
Minnesota	50	32	27	21	16	13	13	11	10	8	6
Nebraska.....	50	32	29	26	20	17	16	12	11	8	4
Iowa	55	29	23	18	15	12	12	10	9	8½	7
Minnesota	55	33	28	21	17	13	13	12	10	8	7
Nebraska.....	55	34	30	27	21	18	17	13	11	9	5
Iowa	60	31	25	19	15	12	12½	10½	9½	9	7
Minnesota	60	34	29	22	17	14	14	12	10	9	7
Nebraska.....	60	36	31	28	21	19	18	13	12	9	5
Iowa	65	33	26	20	16	13	13	11	10	9½	8
Minnesota	65	35	30	23	18	14	14	12	11	9	7
Nebraska.....	65	37	32	28	22	20	18	14	12	9	5
Iowa	70	35	28	22	16	13	13½	11½	10½	10	8
Minnesota	70	36	31	23	18	14	14	13	11	9	7
Nebraska.....	70	38	32	29	23	21	19	14	12	11	5
Iowa.....	75	36	29	23	17	14	14	12	11	10½	8
Minnesota	75	37	31	24	19	15	15	13	11	9	7
Nebraska.....	75	39	33	30	24	22	19	15	13	11	6
Iowa	80	37	30	23	18	14	14½	12½	11½	11	9
Minnesota	80	38	32	25	19	15	15	13	11	10	8
Nebraska.....	80	40	34	31	25	22	20	15	13	12	6
Iowa	85	38	31	24	18	14	15	13	12	11½	9
Minnesota	85	39	33	25	19	16	16	14	12	10	8
Nebraska.....	85	40	35	32	26	22	20	16	13	12	7
Iowa	90	39	32	24	18	14	15½	13½	12½	11	9
Minnesota	90	40	34	26	20	16	16	14	12	10	8
Nebraska.....	90	42	36	33	27	22	20	16	13	13	7
Iowa	95	40	33	25	19	15	16	14	12	12½	10
Minnesota	95	41	35	27	21	16	16	14	12	10	8
Nebraska.....	95	43	38	33	28	22	21	17	14	14	8
Iowa.....	100	41	34	25	19	15	16½	14½	12½	12½	10
Minnesota	100	42	36	27	21	17	17	15	13	11	8
Nebraska.....	100	46	40	34	28	22	22	18	15	15	8
Iowa.....	110	42	35	26	20	16	17	15	13	12½	10
Minnesota	110	44	37	29	22	18	18	15	13	11	9
Nebraska.....	110	48	42	35	30	22½	24	20	16	15	8

DISTANCES	1	2	3	4	5	A	B	C	D	E
Iowa .....120	43	36	27	20	16	17½	15¼	13¼	12¼	10
Minnesota .....120	46	39	30	23	18	18	16	14	12	9
Nebraska.....120	50	43	35	30	22½	24	20	16	15	8
Iowa .....130	44	37	28	21	17	18	15½	13¾	13	10
Minnesota .....130	48	41	31	24	19	19	17	14	12	10
Nebraska.....130	53	46	36	34	22½	24	20	16	15	8
Iowa .....140	45	38	29	22	18	18½	15¾	14	13½	11
Minnesota .....140	50	43	33	25	20	20	18	15	13	10
Nebraska.....140	57	47	38	32	25	24	20	16	15	8
Iowa .....150	46	39	30	23	18	19	16	14¼	13½	11
Minnesota .....150	52	44	34	26	21	21	18	16	13	10
Nebraska.....150	63	53	44	38	31	30	25	21	20	10
Iowa .....160	47	40	31	23	18	19¼	16¼	14½	13¼	11
Minnesota .....160	54	46	35	27	22	22	19	16	14	11
Nebraska.....160	66	56	48	41	35	32	26	22	21	11
Iowa .....170	48	41	32	24	19	19½	16½	14¾	14	11
Minnesota .....170	56	48	36	28	22	22	20	17	14	11
Nebraska.....170	69	59	50	43	36	33	27	23	22	11
Iowa .....180	49	42	33	24	19	19¾	16¾	15	14¼	11
Minnesota .....180	58	49	38	29	23	23	20	17	15	12
Nebraska.....180	73	61	52	45	39	35	28	24	23	11
Iowa .....190	50	43	34	24	20	20	17	15¼	14¼	12
Minnesota .....190	60	51	39	30	24	24	21	18	15	12
Nebraska.....190	77	64	54	47	41	37	29	25	14	11
Iowa .....200	51	44	35	26	21	20¼	17¼	15¼	14¾	12
Minnesota .....200	62	53	40	31	25	25	22	19	16	13
Nebraska.....200	81	66	55	49	43	39	30	26	25	12
Iowa .....210	52	45	36	26	21	20½	17½	15¾	15	12
Minnesota .....210	64	54	42	32	26	26	22	19	16	13
Nebraska.....210	85	69	57	51	45	41	32	27	26	12
Iowa .....220	53	46	36	27	22	20¼	17¾	16	15¼	12
Minnesota .....220	66	56	43	33	26	26	23	20	17	13
Nebraska.....220	89	71	59	52	46	43	33	28	27	12
Iowa .....230	54	47	37	27	22	21	18	16¼	15½	12
Minnesota .....230	68	58	44	34	27	27	24	20	17	14
Nebraska.....230	93	74	61	53	47	44	33	29	28	12

	DISTANCES	1	2	3	4	5	A	B	C	D	E
Iowa	240	55	48	37	27	22	21½	18½	16½	15½	13
Minnesota	240	70	60	46	35	28	28	25	21	18	14
Nebraska.....	240	95	76	63	55	49	45	34	30	29	12
Iowa	250	56	49	38	28	22	20½	18½	16½	16	13
Minnesota	250	72	61	47	36	29	29	25	22	18	14
Nebraska.....	250	98	79	66	59	51	47	36	30	29	13
Iowa	260	57	50	38	28	22	21½	18½	17	16½	13
Minnesota	260	74	63	48	37	30	30	26	22	19	15
Nebraska.....	260	101	82	69	59	53	50	38	31	30	13
Iowa	270	58	51	39	29	23	22	19	17½	16½	13
Minnesota	270	76	65	49	38	30	30	27	23	19	15
Nebraska.....	270	103	84	71	61	55	50	38	31	30	13
Iowa	280	59	52	39	29	25	22½	16½	17½	16½	13
Minnesota	280	78	66	51	39	31	31	27	23	20	16
Nebraska.....	280	106	89	74	62	56	52	39	32	31	14
Iowa	290	60	53	40	30	24	22½	19½	17½	17	14
Minnesota	290	79	67	51	40	32	32	28	24	20	16
Nebraska.....	290	110	91	77	63	57	53	40	32	31	14
Iowa	300	61	54	40	30	24	22½	19½	18	17½	14
Minnesota	300	80	63	52	40	32	32	28	24	20	16
Nebraska.....	300	113	95	92	66	60	55	43	33	32	15

A copy of the above amended complaint was served on the company August 8, 1887.

ANSWER.

After giving the title of the cause, etc., the answer recites as follows:

Now comes the defendant, the Fremont, Elkhorn & Missouri Valley Railroad Company, and not waiving in any manner any right or advantage it may have to object by way of demurrer to said amended petition, or by way of motion to strike out irrelevant or insufficient matter contained therein, or by way of motion to require the same to be made more specific, and insisting that the said amended petition is wholly insufficient in law, the defendant for answer thereto says:

That it denies that it has discriminated in the freight rates charged by it against Lincoln and other points within the state, as charged.

It denies that it has demanded and received unjust and unreasonable and exorbitant rates on local freight in the state of Nebraska; that whether or not the freights or rates charged by it are in excess of the rates charged in Illinois, Iowa, and Minnesota, this defendant is not informed, and insists that it is a matter not important, nor a subject proper to be inquired into by this honorable Board.

That whether the complainant is or is not a corporation this defendant is not informed, but supposes it to be a corporation incorporated under the laws of the state of Nebraska.

That the defendant admits that the defendant is a corporation erected under and by the laws of the state of Nebraska.

Defendant, further answering, denies that the local rates of freight of said railroad company are unjust, unreasonable, extortionate and oppressive, and too high, as shown by the table set forth in complainant's petition, giving the figures for three hundred miles north-west of Lincoln.

That whether such rates are unjust, unreasonable, extortionate, oppressive, and too high as compared with the tariffs in Iowa and Minnesota this defendant is not informed, and insists that it is not material or important to inquire, and the defendant denies that said tariffs on the line of defendant's railroad, as set forth in complainant's petition, are unjust, unreasonable, extortionate, oppressive, and too high, as therein set forth. Defendant admits that so much of the tariff of charges made by the defendant for the transportation of freight within the state of Nebraska, as appears in the schedules set forth in complainant's petition, is correct, with perhaps a few trifling exceptions, and that the same is taken from the printed and published tariff of the defendant.

And the defendant expressly denies that it charges and collects, or has charged or collected unjust, unreasonable, extortionate, and excessive rates from Lincoln, Nebraska, to points on its line of railway in the state of Nebraska, as compared with the rates charged and collected for the transportation of freight from Fremont and Omaha or

either thereof, thereby discriminating against Lincoln and local points on said railroad.

And the defendant denies that said rates quoted, charged, and collected by said railway from Lincoln are in fact unjust, unreasonable, extortionate, and prohibitory upon the commerce of said city of Lincoln, as shown in the tables set forth in complainant's petition or otherwise.

And the defendant further answering says that it does not charge and has not charged within the last three months a greater rate for the transportation of freight from the city of Lincoln to points north and west on its said line of railroad than it has charged for the same class of freight from Omaha to such points. That the defendant does not own or operate any line of railroad extending from Fremont to Omaha or any portion of that distance. That the defendant has running arrangements with the Sioux City & Pacific Railroad Company over its line from Fremont to Blair in said state, by which arrangement it is permitted to run its own cars over the track of said Sioux City & Pacific Railroad, and that the defendant has traffic arrangements with the Chicago, St. Paul, Minneapolis & Omaha Railway Company by which the defendant is permitted to quote through rates to and from Omaha and points on defendant's line. That the fixing of such rates is a matter of agreement and arrangement between the three several roads; and the defendant further says that the distance from Omaha to Fremont over said two lines of railway is less than the distance from Lincoln to Fremont over the line of defendant's railroad.

That the defendant does not feel called upon to answer so much of the plaintiff's petition as sets forth and refers to the rates or charges made by the different railroads for the transportation of freight from the city of Chicago and other lake points to points within the state of Nebraska, or from Pacific coast points or other like points to points in the state of Nebraska, as such freights are not carried over the line or lines of defendant's railroad, nor are they wholly in the state of Nebraska, and are therefore beyond the jurisdiction of this honorable Board.

Defendant further answering says that the charges for the transportation of freight over the main lines of road leading from the state of Nebraska to the eastern markets, or what may be charged by the main lines of road over which a great amount of freight is carried in the states of Illinois, Iowa, or Minnesota, can furnish no just rule or measure for determining what may be a fair, reasonable, and just charge for the transportation of freight over the defendant's line of railroad in the state of Nebraska. That most of the roads in the states of Illinois and Iowa, and many, if not most of those in Minnesota, are constructed and operated through a thickly settled country, fully developed and furnishing a vast amount of freight for the various railroads constructed in those states.

That the greater part of the railroad of the defendant has been constructed within the last five years, and that portion from Valentine west to Douglas in the territory of Wyoming, a distance of 277 miles, and also the branch from Chadron to Rapid City in Dakota, a distance of 104 miles, has been constructed within the past three years. That at the time when said road was constructed west of Valentine, the region through which it was constructed was substantially a wilderness.

That the railroad was constructed in advance of settlement of the country, and, as is well known, on the part of a great many people was regarded as an experiment, and the latter remark would probably truthfully apply to all the road defendant has constructed west of Neligh. That while the section of country last above mentioned is being settled more rapidly than could reasonably have been anticipated, it is still new, with a scattered population, and furnishing lighter freights as compared with the older settled portions of the country.

Defendant further says that a comparison between the road of defendant, for the reasons above mentioned, cannot fairly be made with any other road or roads in the state of Nebraska.

That there is not in the state of Nebraska any other line of railroad of equal extent so recently constructed and running through so sparsely settled a portion of country, and therefore no other railroad

in the state of Nebraska which has been constructed and operated under so unfavorable circumstances.

That the railroad of the defendant is in all respects a first-class road, being built in the most substantial manner, well tied, bridged, and having a track of the best steel rail, and well equipped in all respects with rolling stock of a first-class character.

And the defendant denies all the allegations of the petition not hereinbefore admitted or denied.

And the defendant denies that the petitioner has any cause of action against it, and prays that this proceeding may be dismissed.

JOHN B. HAWLEY,

(Verified.)

Attorney for Defendant.

August 26th, 1887, the Board sent the following communication to the General Manager of the F., E. & M. V. R. R.:

W. F. Fitch, Gen'l Mgr. F., E. & M. V. R. R., Omaha, Neb.:

DEAR SIR—A complaint has been filed against your company, charging it with demanding and collecting unjust and unreasonable rates for transportation within this state, and praying that the Board adjust the same.

To this complaint your company has filed an answer. Deeming the matter to be one in which all railway companies operated in Nebraska are vitally interested, the Board has sent a general invitation to all the managers of such companies to be present with the Board at its office in Lincoln, on the 6th day of September, A.D. 1887, for the purpose of discussing the following questions:

1st. The authority of the Board to regulate rates. 2d. The reasonableness of the rates now charged by your company.

You are respectfully invited to be present in person or by representative.

The hearing in the matter of the complaint above mentioned has been set for September 6th, A.D., 1887, at 10 o'clock A.M., at the office of the Board.

(By order of the Board.)

Yours truly,

O. P. MASON,

Secretary Board of Transportation.

September 6th, a large and well attended meeting was held, and the hearing of this complaint was continued until the next day (September 7th), at which time the evidence was taken and the matter taken under advisement by the Board.

Subsequent to this date, Hon. O. P. Mason, one of the secretaries of the Board, submitted the following opinion:

On the 6th day of July, 1887, the Lincoln Board of Trade and Freight Bureau, of Lincoln, Nebraska, filed a complaint against the Fremont, Elkhorn and Missouri Valley Railroad Company, charging said company as follows:

1st. With discrimination in freight rates charged by said company against Lincoln and other points in said state.

2d. With charging, demanding, and receiving unjust, unreasonable, and exorbitant rates on local freight in the state of Nebraska, as compared with the rates charged in Illinois and Minnesota, and asking and demanding that said local rates be reduced two-thirds, and equalized on some basis that will be just and place Lincoln, Omaha, and Fremont on a just and equal basis. That said tariff on the line of said railroad as therein set forth, is unjust, unreasonable, extortionate, and oppressive, and should be reduced sixty-six and two-thirds per cent of the present rate. That the table therein set forth exhibits local rates on said Fremont, Elkhorn & Missouri Valley Railroad for the distance of three hundred miles aforesaid, and is the printed and published tariff of rates of said line of railroad, respondent, herein referred to, and is made a part of the complaint.

It is alleged by the complainant that the local rates charged within the state of Nebraska on said road beyond Valentine, and in excess of three hundred miles, as shown in said table, is still more unjust, unreasonable, oppressive, and extortionate, as compared with the tariffs in Iowa and Minnesota, and should be reduced sixty-six and two-thirds per cent.

3d. With charging and collecting unjust, unreasonable, extortionate, and excessive rates from Lincoln, Nebraska, to points on the line of said road within the state of Nebraska, as compared with the rates in force and charged from Fremont and Omaha, thereby discriminating against Lincoln and local points on said line of railroad.

In the body of the complaint, the complainant sets forth a table of the charges for the transportation of the different classes of freight from Lincoln, Fremont, and Omaha, to various points on the line of the respondent, with a view of showing the discrimination alleged to exist against Lincoln. It is unnecessary to embody this in the decision as the opinion gives the facts as they exist.

4th. Complainants allege that said company charges and collects unjust, unreasonable, and extortionate rates for the transportation of freight from Chicago, Milwaukee, Racine, and common commercial points, or shipping centers in Illinois and Wisconsin to Lincoln, Nebraska. Also from Mississippi river points and Pacific coast points.

The answer of the company alleges as follows :

1st. It denies that it has discriminated in the freight rates against Lincoln and other points within Nebraska.

2d. It denies that it has demanded and received unjust, unreasonable, and extortionate rates on local freight in the state of Nebraska. Insists that it is not informed as to whether the rates charged by it are in excess of the rates charged in Illinois, Iowa, and Minnesota, and that it is not a proper question for the Board to inquire into.

3d. That it is not informed as to whether complainant is a corporation, and admits that the Fremont, Elkhorn & Missouri Valley Railroad Company is a corporation organized under the laws of the state of Nebraska.

4th. Respondent denies that the local rates of freight of said company are unjust, unreasonable, extortionate, and too high, as shown by the table set forth in complainant's petition, giving the figures for three hundred miles north-west of Lincoln.

That whether said rates are unjust, unreasonable, extortionate, oppressive, and too high as compared with the tariffs in Iowa and Minnesota the respondent is not informed, and that it is not material to inquire, and denies that said rates are unjust, unreasonable, extortionate, oppressive, and too high, as therein set forth. Respondent admits, " that so much of the tariff of charges made by the defendant for the transportation of freight within the state of Nebraska, as appears in the schedules set forth in the complainant's petition, is cor-

rect, with perhaps a few trifling exceptions, and that the same is taken from the printed and published tariff of the defendant."

5th. Respondent denies that it has charged and collected unjust, unreasonable, extortionate, and excessive rates from Lincoln, Nebraska, to points on its line of railway in the state of Nebraska, as compared with the rates charged and collected for the transportation of freight from Fremont and Omaha, or either thereof, thereby discriminating against Lincoln and local points on said railway. It also denies that said rates are unjust, unreasonable, extortionate, and prohibitory upon the commerce of the city of Lincoln, as shown in the tables set forth in complainant's petition or otherwise.

Respondent alleges that it does not and has not charged within three months last past a greater rate from the city of Lincoln to points north and west thereof, for the transportation of freight, than it has charged for the same classes of freight from Omaha to such points.

That the defendant does not own or operate a line of railroad from Fremont to Omaha, or any portion of the distance. That it has running arrangements with the Sioux City & Pacific Railroad, by which it is permitted to run its own cars over the track of the said company, and that it has traffic arrangements with the Chicago, St. Paul, Minneapolis & Omaha Railway Company by which the defendant is permitted to quote through rates to and from Omaha and points on defendant's line. That the fixing of such rates is a matter of agreement between the three several roads; and further alleges that the distance from Omaha to Fremont over said lines of railway is less than the distance from Fremont to Lincoln over the line of the defendant's road.

6th. That the portion of the petition of the complainant with reference to the rates from Chicago, Milwaukee, and other lake points to points within the state of Nebraska, or from Pacific coast points to points within the state of Nebraska, are not within the jurisdiction of this Board, and defendant does not feel called upon to make answer thereto.

7th. That the charges for the transportation of freight over the main lines of road over which a great amount of freight is carried in

the states of Illinois, Iowa, and Minnesota can furnish no just rule or measure for determining what may be a fair rate for the transportation of freight over defendant's road, as the population is much greater, and the volume of business largely in excess of the business of the respondent.

Respondent further alleges that the greater part of its road has been constructed within the past five years, and the portion from Valentine west to Douglas, in the territory of Wyoming, a distance of 277 miles, and also the branch from Chadron to Rapid City, in Dakota, a distance of 104 miles, has been constructed within the past three years. That at the time the road was so constructed, the region of country was practically a wilderness, and the railroad was constructed in advance of the country, and respondent avers that for the above reasons it cannot be fair to compare it with any other road in the state of Nebraska, because there is not within the state any line of railroad which runs through so sparsely settled a country.

Respondent further alleges that its road is first-class, being built in a substantial manner, well tied, bridged, and having a track of the best steel, and well equipped in all respects.

The rule of construction of statutes in general is, that in all cases statutes are to be faithfully construed so as to carry out the intention of the legislature whenever that intention can be ascertained. But bearing in mind the same rule, and from an examination of the authorities, we turn to a class of cases in which it has been quite uniformly held that remedial statutes are to be liberally construed so as to remove the evil, and extend the benefit proposed. *White vs. Steam Tug Co.*, 6 Cal., 462. Thus "towing" is included in transportation of property in a statute as to common carriers. Everything is to be done to advance the remedy which can be done consistently with a fair construction. *Chicago vs. Dunn*, 52 Ill., 260.

Thus the time within which an act is prescribed to be done by statute is not made essential by express terms will not be so regarded by construction. *Ryan vs. Vallandigham*, 7 Ind., 416.

But I am aware that it has been held that remedial statutes in derogation of the common law do not come within this rule, and the

absurdity of such an exception in respect to remedial statutes is seen from the fact that every remedial statute must of necessity be in derogation of the common law. A statute extending the right of appeal is remedial and may be carried by construction beyond, but not against the letter even retrospectively, if no vested right is thereby interfered with. *Converse vs. Burrough*, 2 Minn., 22. A statute giving to absent creditors further time for proof of claims against the estate of deceased persons is remedial and is to be so construed as to extend the remedy.

There can be no question but the statute under consideration is a remedial statute, and the rule of construction should be applied so as to remove the evil and extend the benefit proposed, and the words of the statute are to be construed largely and beneficially, so as to suppress the mischief and advance the remedy. And it is by no means unusual in construing a remedial statute to extend the enacting words beyond their natural import and effect in order to include cases within the same mischiefs. *St. Peters, York, Dean & Ch. vs. Middleborough*, 2 Y. & J., 196.

On this ground, in the Magdalene College case, notwithstanding the general rule is that the crown is not affected except by express words, it was held that the Queen was bound by an act couched in general terms. In that case, says Lord Coke, "It was never seen that an act made for the maintenance of religious advancement, of learning, and exhibitions of poor scholars, and therefore to be favorably considered, by which the same great and dangerous mischiefs should remain, and the necessary and profitable remedy be suppressed, and the Queen made the instrument of injury and wrong." 11 Reports, 77, 716.

In remedial statutes, says Lord Mansfield, "this construction of statutes is extended to other cases within the reason and rule of them. So, again, it has been held, in case of a remedial act, that everything is to be done in advancement of the remedy that can be given consistently with any construction that can be put upon the statute. So, under the statute against fraud, 13 Elizabeth, Chapter 5, the words good consideration were held to exclude the consideration

of nature or blood, and to mean money or other valuable consideration, on the ground that otherwise the statute would serve for little or nothing, and no creditor would be sure of his debt. So the statutes against fraud are said to be liberally construed."

In this country, too, it has been repeatedly held that remedial or beneficial statutes are to be liberally construed. *Administrator of Tracey vs. Ad'r of Cord*, 2 Ohio St. Rep. N. S., 431. So, in Maryland, an act passed as to its preamble declared to do away "a most oppressive and pernicious practice," was declared a remedial statute and to be liberally construed. "My judgment," says Chancellor Jones, "must be borne down by the force and weight of authority before I can deny to legislative enactment the liberal being in and equitable construction which will give them the attributes of a nursing mother equally with the common law."

With these general principles of construction in view, and by the light shed upon the statute by the decisions applied in the construction of statutes of this character, let us examine the statute entitled, "An Act to regulate railroads, prevent unjust discriminations, provide for a Board of Transportation, and define its duties, and to repeal Articles 5 and 8 of Chapter 72, entitled 'Railroads,' of the Revised Statutes, and all acts and parts of acts in conflict herewith."

The first section of said act provides that all charges made for any service rendered or to be rendered in the transportation of passengers and property shall be reasonable and just, and every unjust and unreasonable charge is prohibited and declared to be unlawful.

Section six of the act provides that every common carrier subject to the provisions of this act shall print and keep for public inspection schedules showing the rates and fares and charges for the transportation of passengers and property which any common carrier has established, and which are in force at the time upon its railroad, as defined by the first section of this act. The schedules printed as aforesaid by any such common carrier shall plainly state the places upon its railroad between which property and passengers will be carried, and shall contain the classification of freight in force upon such railroad, and shall also state separately the terminal charges and any

rules or regulations which in any wise change, effect, or determine any part of the aggregate of such aforesaid rates, fares, and charges. Such schedules shall be printed in large type of at least the size of ordinary pica, and copies for the use of the public shall be kept in every depot or station upon any such railroad, in such places and in such form that they can be conveniently inspected. No advance shall be made in the rates, fares, and charges which have been established and published as aforesaid by any common carrier in compliance with the requirements of this section, except after ten days public notice, which shall plainly state the changes proposed to be made in the schedule then in force and the time when the increased rates, fares, and charges will go into effect; and the proposed changes shall be shown by printing new schedules, or shall be plainly indicated upon the schedules then in force at the time, and kept for public inspection. Reductions in such published rates, fares, and charges may be made without previous public notice; but whenever any such reduction is made, notice of the same shall be publicly posted, and the changes shall be immediately made public by printing new schedules, or shall immediately be plainly indicated upon the schedule at the time in force and kept for public inspection. And when any such common carrier shall have established and published its rates, fares, and charges in compliance with the provisions of this section, it shall unlawful for such common carrier to charge, demand, collect, or receive from any person or persons a greater compensation for the transportation of passengers or property, or for any services in connection therewith, than is specified in such published schedules of rates, fares, and charges as may at the time be in force.

Section 13 reads as follows: "That any person, firm, corporation, ~~enter~~ association, or any mercantile, agricultural, or manufacturing society, or any political or municipal organization, complaining of anything done or omitted to be done, by any common carrier, subject to the provisions of this act in contravention to the provisions thereof, may apply to said board by petition, which shall briefly state the facts whereupon a statement of the charges thus made shall be forwarded by the board to such common carrier, who shall be called

upon to satisfy the complaint, or to answer the same in writing within a reasonable time, to be specified by the board. If such common carrier, within the time specified, shall make reparation for the injury alleged to have been done, said common carrier shall be relieved of liability to the complainant only for the particular violation of law thus complained of. If such common carrier shall not satisfy the complaint within the time specified, or there shall appear to be any reasonable ground for investigating said complaint, it shall be the duty of the board to investigate the matter complained of in such manner and by such means as it shall deem proper. No complaint shall at any time be dismissed because of absence of direct damage to the complainant."

"Section 14. That whenever an investigation shall be made by said board it shall be its duty to make a report in writing in respect thereto, which shall include the findings of fact upon which the conclusions of the board are based, together with its recommendation as to what reparation, if any, could be made by the common carrier to any party or parties who may be found to have been injured; and such findings so made shall hereafter, in all judicial proceedings, be deemed *prima facie* evidence as to each and every fact found. All reports of investigations made by the board shall be entered of record, and a copy thereof shall be furnished to the party who may have complained, and to any common carrier that may have been complained of."

"Section 15. That if in any case in which an investigation shall be made by said board, it shall be made to appear to the satisfaction of said board, either by the testimony of witnesses or other evidence, that anything has been done or omitted to be done in violation of the provisions of this act, or any law cognizable by said board, by any common carrier, or that injury or damage has been sustained by any party or parties aggrieved in consequence of any such violation, it shall be the duty of the board to forthwith cause a copy of its report in respect thereto to be delivered to such common carrier, together with a notice to said common carrier to cease and desist from such violation or to make reparation for the injury so found to have been done, or both, within a reasonable time, to be specified by the board,

and if within the time specified it shall be made to appear to the board that said common carrier has ceased from such violation of law, and has made reparation for the injury found to have been done, in compliance with the report and notice of the board, or to the satisfaction of the party complaining, a statement to that effect shall be entered of record by the board, and the said common carrier shall thereupon be relieved from further liability or penalty for such particular violation of law."

The legal questions presented in the construction of this statute, and more particularly the sections herein quoted, are: 1st, Does the act confer upon the Board of Transportation power to say that a rate thus published is unjust and unreasonable, and to what particular extent the rate is unjust and unreasonable, and does this act confer upon the Board the power to say what is a reasonable rate? 2d, Under this act, can a person, corporation, town, or community complain before the Board of Transportation that rates published as required by section six above quoted, are unjust and unreasonable, and has the Board the power and authority to hear such complaint, and find the fact whether said published rates are unjust and unreasonable, and to what extent the same are unjust and unreasonable, and thereby practically find what is a reasonable rate?

The printing and posting of the rates or schedules of fares, as required by section six, is a charge and demand for the schedule rate or price fixed in the schedule for any shipment of freight or class of freight therein specified, and this demand or charge might be unjust and unreasonable to such an extent as to prevent shipments and stop traffic, and prevent persons from entering upon legitimate business enterprises, and it might be of the first importance to one about to enter upon a business enterprise to know what was a reasonable rate, and what an unreasonable rate for transportation. So of the community, and of the individual shipper. They are alike interested to know this important fact. Before this act was passed shippers could appeal to the courts for the determination of the reasonableness of the rate charged in a given case when the rate had been paid. The evident intention of this act is to furnish shippers a more expeditious

and less expensive remedy, and more efficient in its general scope and character, and in connection with sections one, thirteen, fourteen, and fifteen, the twelfth section is to be considered, and force and effect given to the various provisions to effectually remedy the evil which the statute was designed to remedy.

The twelfth section provides that the Board of Transportation shall have authority to inquire into the management of the business of all common carriers subject to the provisions of this act, and keep itself informed as to the manner and method in which the same is conducted, and shall have the right to obtain from such common carrier full and complete information necessary to enable the Board to perform the duties and carry out the objects for which it was created, and for the purposes of this act the Board shall have power to require the attendance of witnesses, and the production of all books, papers, tariffs, contracts, agreements, and documents relating to any matter under investigation."

Why this provision requiring the railroad company to produce tariffs when relating to any matter under investigation, and why provide in section thirteen that no complaint shall at any time be dismissed because of absence of direct damages to the complainant, if not to meet a case where the rates charged are arraigned as unjust and unreasonable before they are paid? It was said in the argument that this clause in the thirteenth section can be given effect by applying it to complaints for defective crossings, and mere police regulations, but all this was amply provided for at common law. *State, ex rel. Mattoon, vs. R. V. R. R.*, 17 Neb., 647.

The statute is of a remedial character, and ought to have such a construction as to remove the evil and extend the remedy. What was the prominent and paramount evil? The evil that filled the public mind and the mind of the legislature, the one evil that overshadowed all others, was unjust and unreasonable rates. To say the Board of Transportation has no power or authority over rates—to declare what is unjust and unreasonable, and to what extent the same is unjust and unreasonable—is to declare that the Board of Transportation must stand idly by and witness the demand and payment of

unjust and unreasonable rates, with a barren sceptre in its hand, and without power to remedy the evil.

Besides, section seventeen provides said Board shall have general supervision of all railroads operated by steam in this state. This term "general supervision of all railroads in this state" in a remedial statute, when considered in connection with the powers hereinbefore referred to, and conferred upon the Board, is, I think, ample to justify the Board in declaring a rate unjust and unreasonable, and the extent to which the same is unjust and unreasonable. But this section seventeen does not stop with this general grant of power giving to the Board general supervision of railroads in this state, but provides said Board shall make a finding of facts, and an order requiring said railroad corporation to make such repairs, improvements, or addition to its rolling stock, road, stations, depots, or warehouses, or to make such changes either in the manner of conducting its business, or in the manner of operating its road as it shall deem proper, reasonable, or expedient, and the section goes on to provide for the enforcement of the order of the Board in the premises. What do these words mean? The manner of operating its road, when considered with reference to the general scope, objects, and character of the act, the evils sought to be remedied, and the matters committed to the supervision of the Board, and especially in view of the seventeenth section of the act, can it be said to be a forced or unreasonable construction of the act to say that the Board of Transportation has power and authority upon complaint made before it arraigning a whole schedule of rates published by the railroad company as required by section six of the act, to hear such complaint, and the evidence thereon, and find the fact whether said rates so published by said railroad company, and charged, are just and reasonable or unjust and unreasonable, and if unjust and unreasonable, to what extent the same are unjust and unreasonable?

This was the intent of the legislature, and the intent of the legislature is the cardinal rule of construction, and remedial statutes are to be liberally construed, and real intention prevails over the literal sense. *Rogers vs. Omaha Hotel*, 4 Neb., 58; *Sweeny vs. Roberts*, 12

Neb., 336; *Clother vs. Maher*, 15 Neb., 5. This construction may result practically in fixing rates. Be it so. It is the only construction which, in my judgment, can give meaning to the whole act, and carry out its spirit and intent.

O. P. MASON.

REPORT OF J. H. AGERS, SECRETARY, AS TO THE POWERS OF
THE BOARD.

To the Honorable Board of Transportation:

GENTLEMEN—I have devoted some time to the consideration of the state railroad laws of 1887, with a view of ascertaining, if possible, the extent of the powers of your body in the matter of controlling rates and charges for transportation, and, although I started out with the impression that your powers were but limited, and that in every case you could act only on a specific complaint, a careful study of the law has made it clear to my mind that you not only have the right to declare a rate unjust and unreasonable, but that you can go further and declare to what extent it should be reduced to make it a just and reasonable rate, and furthermore, that on matters of such general interest as the making of freight rates, you are not only invested with the authority to put yourselves in motion to correct abuses, but that it is a mandatory duty under the law.

Your body is fortunate in having two secretaries learned in the law and who will doubtless cite you to decisions and opinions in support of the construction they may put upon the law. I, not being an attorney, have not attempted to do so, but, on the contrary, have endeavored to arrive at such a conclusion as a careful and impartial reading of the law would leave in the mind of an ordinary business man. These conclusions are greatly strengthened by what appears to me to have been the intention of the legislature which passed the law.

I have the honor to submit, in as brief a manner as possible, the reasons for the conclusions which I have drawn, desiring to first dwell at some length on the intent of the makers of the law. A brief statement of the causes and conditions which led to the passage of the act, will, I think, materially assist you in determining the intention of its makers. The people of the state were almost universally dis-

satisfied with the law of 1885, for the reason that it was generally admitted that it conferred upon the commissioners only advisory powers on any matter, and no power over rates. There were many who favored a bill fixing maximum rates, but all such measures were opposed by those favorable to the passage of the present law, on the ground that a maximum rate for all roads would be not only unjust to some roads, but, under a law of that character, the principle of competition would be eliminated from the carrying trade, and the public interests suffer in consequence. It was contended that the interests of the railroads and the people would be best conserved by a flexible rate, which, under the control of the state commissioners, could be so changed and adjusted as to meet with the varying requirements and conditions of business. There were still others who were in favor of amending the then existing law so that the commission should have increased power, and the act approved March 31st, last, may be said to be a compromise between those who were in favor of a maximum rate fixed by the legislature, and those friendly to the law of 1885. I respectfully ask that you will keep in mind the above facts when considering the intent of the legislature.

A wise provision of the Constitution makes it necessary, too, that the subject of a bill shall be clearly expressed in the title. The title of the act approved March 31st, reads as follows: "An Act to regulate railroads, prevent unjust discrimination, provide for a board of transportation, and define its duties, and repeal articles 5 and 8 of chapter 72, entitled 'Railroads,' of the Revised Statutes, and all acts and parts of acts in conflict herewith."

It is clear to my mind that the title clearly expresses that which the makers intended should be contained within the body of the law itself, and I believe that the provisions of the act are in perfect harmony and accord with the title.

Worcester thus defines the meaning of the words "to regulate," "to adjust by rule or method; to put or keep in order; to subject to a prescribed course; to dispose according to order; to direct; to rule; to govern; to conduct." Webster's definition is substantially the same. Now, if the law and the title are in harmony with each other,

the law was passed with the intent and purpose of directing, ruling, governing, and conducting the railroads of the state, and the Board of Transportation was created, to which the law gives general supervision.

Section seventeen, in defining the duties of the Board, says: "Said Board shall have general supervision of all roads operated by steam in the state." Webster and Worcester thus define the word "supervise:" "To oversee for direction; to superintend; to inspect." Now, we have a law in our statute book, passed to regulate, or, in other words, "to adjust by method; to put or keep in order; to subject to a prescribed course; to dispose according to order; to direct;" to govern and conduct all the railroads in the state, and a law which creates a Board whose business it is to "supervise; to oversee for direction; to superintend; to inspect" these self-same roads, and compel, if necessary, a compliance with the law. I cannot find in the law, or any portion of it, any provision, which, by any possible construction, however strained, can be found to exempt rates from the "general supervision" of the Board, and in the absence of such exemption, and in view of the fact that no one disputes or denies the authority of the Board in other matters, I am unable to see any reason for supposing that it was the intention of the legislature to withhold jurisdiction over rates.

Section one declares as follows: "All charges made for any service rendered or to be rendered in the transportation of passengers or property as aforesaid, or in connection therewith, or for the receiving, delivery, storage, or handling of such property, shall be reasonable and just, and every unjust and unreasonable charge for such service is prohibited and declared to be unlawful."

It is conceded by all the railroad companies that the Board of Transportation has the right to declare a rate unjust and unreasonable, but they deny the right of the Board to say to what extent it is unjust and unreasonable. I here quote section seventeen, and ask your consideration thereof:

First. While the first part of the section, in prescribing the duties of the Board, provides for the manner of procedure where complaint

is made, I take it that this in nowise precludes the Board from acting on matters affecting general interests without complaint, but on the contrary, provides a method by which an individual may bring his personal grievance to a hearing without waiting for the Board to move for the general good.

Second. The section also provides that, "Whenever in the judgment of said Board," acting as general superintendents of the railroads, "any repairs are necessary upon any portion of its road, or upon any stations, depots or station houses, or warehouses, or upon any of the rolling stock of any railroad doing business in this state, or addition, or any changes in its rolling stock, stations, depots, or station houses, or warehouses, are necessary to secure the safety, comfort, accommodation, or convenience of the public and individuals, or any change in the mode of conducting its business, or operating its road, is reasonable and expedient in order to promote the security and accommodation of the public, or in order to prevent unjust discriminations against persons or places, it shall make a finding of facts and an order requiring such railroad corporation to make such repairs, improvements, or additions to its rolling stock, road, stations, depots, or warehouses, or to make such changes in the manner of conducting its business, or in the manner of operating its road, as such Board shall deem proper, reasonable, and expedient." The railroads are then given a chance to be heard, and if, after a full hearing, the Board is satisfied, they are authorized to make a final order, and to require the court to do what? Not to re-open the case, but to enforce the order of the Board. The tariff sheets may show that a road is making an unjust discrimination against a locality. How can the Board perform its duties to the state in preventing unjust discrimination by simply pronouncing a rate unreasonable and unjust without power to say to what extent it is unjust and unreasonable, or to enforce a reduction to that extent? It is the constitutional right of any one to complain or suggest, and if the law has not clothed the Board with some specific power in the matter of righting the abuses in railroad matters, I see but little need for its creation as a Board. Again, the fourth section declares that in case the railroad wishes to make a greater charge for a shorter

than for a longer haul, the shorter being included in the longer, it shall obtain its authority from whom? Not from its general freight agent, not from its president, but from the Board of Transportation, thus recognizing the Board as a factor, at least, in the rate making power, and, in a case where the exercise of the power can be to the extent of superseding the law itself.

It is claimed by the railroads that the mere posting of an unjust rate wrongs no one, and that a shipper can only complain of such a rate after having once paid it. In my judgment, this is not the correct view, for the reason that the change of a rate of freight on any article is instantaneously followed by a change of the value of that article to the consumer. In other words, if the rate on salt be advanced twenty cents per barrel between Lincoln and McCook, the mere posting of the advanced rate of twenty cents per barrel, is followed by that much of an advance per barrel in the value of the stock on hand at McCook, and the consumer of the salt is affected to that extent.

Respectfully submitted,

J. H. AGER,

Secretary Board of Transportation.

At a session of the Board of Transportation holden on the 24th day of September, among other things, the following proceedings were had, that is to say:

After considering the matter of the complaint of the Lincoln Board of Trade and Freight Bureau of Lincoln, Nebraska, against the Fremont, Elkhorn and Missouri Valley Railroad Company, a finding and order was made by said Board directing said F., E. & M. V. R. R. Co. to reduce its rates to the figures recommended and ordered by said Board in said order, and said Board find the rates as now charged, demanded, and received by said company to be unjust and unreasonable, and ordered said respondent to proceed to print, and to print and keep for the inspection of the public, the tariff and schedule of rates as found by the Board to be reasonable and just, and to cease and desist from charging, demanding, and receiving the rates now charged by said company.

BEFORE THE BOARD OF TRANSPORTATION OF THE STATE OF
NEBRASKA.

The Lincoln Board of Trade
and Freight Bureau of
Lincoln, Nebraska,
Complainant.

vs.

The Fremont, Elkhorn &
Missouri Valley Rail-
road Company,
Respondent.

FINDINGS AND ORDER.

This cause and complaint having been heretofore heard by the Board, upon the pleadings, evidence, and argument of counsel, the Board finds as follows:

First. That the respondent, the Fremont, Elkhorn & Missouri Valley Railroad Company, has charged, demanded, and received for service rendered in the transportation of freight, including the receiving, delivery, storage, and handling of such property, unjust and unreasonable charges and freight rates on local freight in this state.

Second. That the charges made, demanded, and received by the respondent, the Fremont, Elkhorn & Missouri Valley Railroad Company, at the time of the filing of said complaint, for service in the transportation of freight and property, including the receiving, delivery, storage, and handling of such property, and the rate charged, demanded, and received for the transportation of property were and still are unjust and unreasonable.

Third. That the rates charged, demanded, and received by the respondent, the Fremont, Elkhorn and Missouri Valley Railroad Company, for the transportation of freight and property and for service in connection therewith, at the time of the filing of said complaint, as shown by its printed and published rates and charges for the transportation of property, were and still are unjust and unreasonable.

Fourth. That the rates charged, demanded, and received by the respondent, the Fremont, Elkhorn & Missouri Valley Railroad Com-

pany, for the transportation of property and for service rendered in connection therewith at the time of the filing of said complaint, were not and are not either reasonable or just, but were and are both unreasonable and unjust.

Fifth. That the tabulated statement hereto attached shows the rates charged, demanded, and received by the Fremont, Elkhorn & Missouri Valley Railroad Company, for the transportation of property and service rendered in connection therewith, on the various classes of freight and property therein designated by letters and figures, as follows, to-wit:

1	2	3	4	5	A	B	C	D	E
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For the distances therein mentioned and to the right of "A" in said schedule and under each specified class is set forth the present and existing rate of charge for the transportation of property and service rendered in connection therewith, which rates and charges are, by said Board, found to be unjust and unreasonable, and are prohibited; and to the right of "B" in said schedule and under each specified class is set forth the rate which is found to be just and reasonable for the transportation of property, and all service rendered or to be rendered in connection therewith; and to the right of "C" in said schedule and under each specified class is set forth the amount of excess charged, demanded, and received by said respondent over the rate which is found to be just and reasonable.

WM. LEESE,
G. L. LAWS,
JOSEPH SCOTT,
C. H. WILLARD,
H. A. BABCOCK,

Board of Transportation.

Attest:

W. H. MUNGER,
O. P. MASON,
J. H. AGER.

Secretaries Board of Transportation.

Following is the schedule of rates found to be just and reasonable as per the above order:

Between Lincoln, Nebraska, and		1	2	3	4	5	A	B	C	D	E
A	Octavia.....	35	31	28	24	19	18	15	12	12	6
B	"										
C	"										
A	David City.....	40	35	30	25	20	20	18	14	14	7
B	"										
C	"										
A	Fremont (52 mi.)..	26	24	22	19	15	15	10	8½	8½	5
B	" "	20	17	14	10	8	8	6	5	4	4
C	" "	6	7	8	9	7	7	4	3½	4½	1
A	Nickerson (61 mi.)	28	26	23	20	16	15	11	9	9	6
B	" "	22	18	15	11	9	9	7	5	4	4
C	" "	6	8	8	9	7	6	4	4	5	2
A	Hooper (69 mi.)....	30	28	25	22	18	16	12	10	10	6
B	" "	24	20	16	12	10	10	7	6	5	5
C	" "	6	8	9	10	8	6	5	4	5	1
A	Scribner (76 mi.)...	33	30	28	23	19	17	12	11	11	6
B	" "	26	22	18	13	10	10	8	6	5	5
C	" "	7	8	10	10	9	7	4	5	6	1
A	Snyder (83 mi.)....	36	32	30	24	20	18	14	12	12	6
B	" "	26	22	18	13	10	10	8	6	5	5
C	" "	10	10	12	11	10	8	6	6	7	1
A	Dodge (88 mi.)....	38	34	31	26	21	19	15	13	13	7
B	" "	28	24	19	14	11	11	8	7	6	6
C	" "	10	10	12	12	10	8	7	6	7	1
A	Howells (97 mi.)..	41	36	32	27	22	20	16	13½	13½	7
B	" "	30	26	20	15	12	12	9	8	6	6
C	" "	11	10	12	12	10	8	7	5½	7½	1
A	Clarkson (104 mi.)	43	38	33	28	22	21	17	14	14	8
B	" "	34	28	22	16	14	14	10	8	7	6
C	" "	9	10	11	12	8	7	7	6	7	2
A	Leigh (112 mi.)....	45	41	33	29	22	22	18	15	15	8
B	" "	36	30	24	18	14	14	11	9	7	6
C	" "	9	10	9	11	8	8	7	6	8	2
A	Creston (119 mi.)..	47	42	33	30	22	23	19	15	15	8
B	" "	36	30	24	18	14	14	11	9	7	6
C	" "	11	12	9	12	8	8	8	6	8	2

Between Lincoln, Nebraska, and		1	2	3	4	5	A	B	C	D	E
A	Brookfield (126 m.)	50	43	33	30	22½	24	20	16	15	8
B	" "	38	32	26	19	15	15	12	10	8	7
C	" "	12	11	7	11	7½	9	8	6	7	1
A	Cornlea (181 mi.)	50	42	38	30	25	24	20	16	15	8
B	" "	42	36	28	21	16	16	12	10	8	7
C	" "	8	7	5	9	9	8	8	6	7	1
A	Lindsay (139 mi.)	53	46	36	33	28	26	22	18	19	8
B	" "	42	36	28	24	16	16	12	10	8	7
C	" "	11	10	8	12	12	10	10	8	11	1
A	Newman's Grove.	56	49	39	36	31	28	24	20	19	8
B	" "										
C	" "										
A	Bradish.....	58	51	45	38	33	30	25	21	20	08
B	"										
C	"										
A	Albion.....	59	54	48	40	35	32	26	22	21	8
B	"										
C	"										
A	Loran	61	55	48	40	35	32	26	22	21	9
B	"										
C	"										
A	Petersburg.....	64	56	48	41	35	32	26	22	21	10
B	"										
C	"										
A	Elgin.....	66	56	48	41	35	32	26	22	21	11
B	"										
C	"										
A	Crowell (81 mi.)..	38	33	30	25	20	18	14	13	13	6
B	"	26	22	18	13	10	10	8	6	5	5
C	"	12	11	12	12	10	8	6	7	8	1
A	W. Point (89 mi.)	42	36	33	26	22	20	16	14	13	7
B	"	28	24	19	14	11	11	8	7	6	6
C	"	14	12	14	12	11	9	8	7	7	1
A	Beemer (98 mi.)...	46	40	34	28	22	22	18	15	13	7
B	"	30	26	20	15	12	12	9	8	6	6
C	"	16	14	14	13	10	10	9	7	7	1

Between Lincoln, Nebraska, and		1	2	3	4	5	A	B	C	D	E
A	Wisner (104 mi.)	47	41	35	29	22	23	18	16	13	7
B	"	34	28	22	16	14	14	10	8	7	6
C	"	13	13	13	13	8	9	8	8	6	1
A	Pilger (112 mi.)	48	42	35	30	22½	24	19	17	13	7
B	"	36	30	24	18	14	14	11	9	7	6
C	"	12	12	11	12	7½	10	8	8	6	2
A	Stanton (122 mi.)	49	43	35	30	22½	25	19	17	13	9
B	"	38	32	26	19	15	15	12	10	8	7
C	"	11	11	9	11	7½	10	7	7	5	2
A	Norfolk (133 mi.)	50	43	35	30	22½	25	19	17	13	10
B	"	42	36	28	21	16	16	12	10	8	7
C	"	8	7	7	9	6½	9	7	7	5	3
A	Hadar (140 mi.)	58	48	38	33	25	27	23	19	17	10
B	"	42	36	28	21	16	16	12	10	8	7
C	"	16	12	10	12	9	11	11	9	9	3
A	Pierce (148 mi.)	63	53	42	36	29	28	24	20	18	10
B	"	44	38	30	22	18	18	13	11	9	7
C	"	19	15	12	14	11	10	11	9	9	3
A	Foster (156 mi.)	68	57	46	40	32	29	25	21	19	11
B	"	48	40	32	24	19	19	14	12	10	8
C	"	20	17	14	16	13	10	11	9	9	3
A	Plainv'w (165 mi.)	73	60	50	43	34	30	26	22	20	12
B	"	50	42	34	25	20	20	15	12	10	8
C	"	23	18	16	18	14	10	11	10	10	4
A	Creight'n (175 mi)	78	63	53	44	38	31	27	23	21	12
B	"	52	44	36	26	21	21	16	11	10	8
C	"	26	19	17	18	17	10	11	12	11	4
A	Battle Creek (143 miles).....	57	47	38	32	25	27	22	19	18	10
B	"	44	38	30	22	18	18	13	11	9	7
C	"	18	9	8	10	7	9	9	8	9	3
A	Meadow Grove (150 mi.).....	60	50	41	35	28	29	23	20	19	10
B	"	44	38	30	22	18	18	13	11	9	7
C	"	16	12	11	13	10	11	10	9	10	3

Between Lincoln, Nebraska, and		1	2	3	4	5	A	B	C	D	E
A	Burnett (156 mi.)	68	58	44	88	31	30	25	21	20	10
B	"	48	40	32	24	19	19	14	12	10	8
C	"	15	13	12	14	12	11	11	9	10	2
A	Oakdale (163 mi.)	66	56	48	41	35	32	26	22	21	11
B	"	50	42	34	25	20	20	15	12	10	8
C	"	16	14	14	16	15	12	11	10	11	3
A	Neligh (168 mi.)	69	59	50	43	36	33	27	23	22	11
B	"	50	42	34	25	20	20	15	12	10	8
C	"	19	17	16	18	16	13	12	11	12	3
A	Clearwater (177 m)	73	61	52	45	39	35	28	24	23	11
B	"	52	44	36	26	21	21	16	13	10	8
C	"	21	17	16	19	18	14	12	11	18	3
A	Ewing (187 mi.)	77	64	54	47	41	37	29	25	24	11
B	"	56	46	38	28	22	22	17	14	11	8
C	"	21	18	16	19	19	15	12	11	18	3
A	Inman (200 mi.)	81	66	55	49	43	39	30	26	25	12
B	"	60	50	40	30	24	24	18	15	12	10
C	"	21	16	15	19	19	15	12	11	18	2
A	O'Neill (208 mi.)	85	69	57	51	45	41	32	27	26	12
B	"	62	52	42	31	24	24	18	15	12	10
C	"	23	17	15	20	21	17	14	12	14	2
A	Emmett (216 mi.)	89	71	59	52	46	43	33	28	27	12
B	"	64	54	42	32	26	26	19	16	13	10
C	"	25	17	17	20	20	17	14	12	14	2
A	Atkinson (226 m.)	93	74	61	53	47	44	33	29	28	12
B	"	66	56	44	33	26	26	20	16	13	10
C	"	27	18	17	20	21	18	13	13	15	2
A	Stuart (235 mi.)	95	76	63	55	49	45	34	30	29	12
B	"	68	58	46	34	26	26	20	17	14	11
C	"	27	18	17	21	23	19	14	13	15	1
A	Newport (245 mi.)	98	79	66	57	51	47	36	30	29	13
B	"	70	60	46	35	28	28	21	18	14	11
C	"	28	19	20	22	23	19	15	12	15	2
A	Bassett (257 mi.)	101	82	69	59	53	50	38	31	30	13
B	"	74	62	48	39	30	30	22	18	15	12
C	"	27	20	21	20	23	20	16	13	15	1

Between Lincoln, Nebraska, and		1	2	3	4	5	A	B	C	D	E
A	Long Pine(266 m.)	103	84	71	61	55	50	38	31	30	13
B	"	74	62	48	39	30	30	22	18	15	12
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A	Ainsworth (275 miles).....	106	89	74	62	56	52	39	32	31	14
B	"	76	65	50	38	30	30	23	19	15	12
C	"	80	24	24	24	26	22	16	13	16	2
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A	Johnstown (285 miles).....	110	94	79	66	60	55	43	33	32	15
B	"	78	68	52	40	32	32	24	20	16	13
C	"	32	26	27	26	28	23	19	13	16	2
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A	Wood Lake (296 miles).....	113	94	79	66	60	55	43	33	32	15
B	"	80	68	52	40	32	32	24	20	16	18
C	"	88	26	27	26	28	23	19	13	16	2
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A	Arabia (306 mi.)..	117	98	82	69	63	57	43	34	32	15
B	"	82	70	54	40	32	32	24	20	16	18
C	"	85	28	28	29	31	25	19	14	16	2
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A	Thatcher(315 m.)..	121	101	85	72	66	58	45	36	33	16
B	"	84	71	56	42	34	34	25	20	17	14
C	"	87	30	29	30	32	24	20	16	16	2
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A	Valentine(322 m.)	124	103	87	75	70	59	47	37	35	16
B	"	86	72	56	42	34	34	26	22	17	14
C	"	88	31	31	33	36	25	21	15	18	2
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A	Crookst'n(333 m.)..	127	106	90	77	72	60	48	38	36	16
B	"	88	74	58	44	35	35	26	22	18	14
C	"	39	32	32	33	37	25	22	16	18	2
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A	Georgia (344 mi.)	130	110	93	80	75	61	50	39	37	17
B	"	90	76	60	44	36	36	27	23	18	14
C	"	40	34	33	36	39	25	23	16	19	3
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A	Cody (359 mi.)...	133	114	98	86	81	63	51	40	40	18
B	"	92	78	62	46	37	37	28	23	18	14
C	"	41	36	36	40	44	26	23	17	22	4
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A	Eli (373 mi.).....	136	118	102	88	83	65	53	42	40	19
B	"	96	82	64	48	38	38	29	24	19	15
C	"	40	36	40	40	45	27	24	18	21	4

Between Lincoln, Nebraska, and		1	2	3	4	5	A	B	C	D	E
A	Merriman(384 m.)	139	123	104	90	85	67	53	43	42	19
B	"	98	83	66	48	40	40	30	25	20	16
C	"	41	40	38	42	45	27	23	18	22	3
A	Irwin (398 mi.)	144	127	106	94	89	69	54	44	44	29
B	"	100	84	63	50	40	40	30	25	20	16
C	"	44	43	38	44	49	29	24	19	24	4
A	Gordon (412 mi.)	148	131	112	98	93	73	59	48	46	20
B	"	104	88	70	52	42	42	30	26	20	16
C	"	44	43	42	46	51	31	29	22	26	4
A	Rushville(427 m.)	150	135	115	100	95	75	60	50	48	21
B	"	106	90	72	52	42	42	32	26	22	18
C	"	44	45	43	48	53	33	28	24	26	3
A	Hay Springs (439 miles)	152	137	120	101	96	78	62	51	51	22
B	"	108	92	72	54	44	44	32	26	22	18
C	"	44	45	48	47	52	34	30	25	29	4
A	Bordeaux (448 miles)	154	140	122	103	98	79	64	52	52	22
B	"	110	94	74	54	44	44	32	28	22	18
C	"	44	46	48	49	54	35	32	24	30	4
A	Chadron (459 m.)	156	143	126	106	101	83	68	53	53	23
B	"	112	94	74	56	44	44	34	28	22	18
C	"	44	49	52	50	57	39	34	25	31	5
A	Wayside (475 m.)	160	147	130	109	104	85	70	56	54	23
B	"	116	98	76	58	46	46	34	30	24	20
C	"	44	49	54	51	58	39	36	26	30	3
A	Whitney (474 m.)	160	145	131	100	104	85	70	56	55	24
B	"	116	98	76	58	46	46	34	30	24	20
C	"	44	47	55	42	58	39	36	26	31	4
A	Crawford (485 m.)	162	147	133	112	106	86	72	58	56	24
B	"	118	100	78	58	48	48	36	30	24	20
C	"	44	47	55	54	58	38	36	28	32	4
A	Ft. Robinson (488 miles)	162	147	133	112	106	86	72	58	58	24
B	"	118	100	78	58	48	48	36	30	24	20
C	"	44	47	55	54	58	38	36	28	34	4

Between Lincoln, Nebraska, and		1	2	3	4	5	A	B	C	D	E
A	Andrews (504 m.)	166	153	137	116	108	90	74	61	60	24
B	"	122	102	80	60	48	48	36	30	24	20
C	"	44	51	57	56	60	42	38	31	36	4

A	Harrison (513 m.)	168	155	139	120	112	94	76	62	61	24
B	"	124	104	82	62	50	50	38	32	26	22
C	"	44	51	57	68	62	44	38	30	35	2

A Current rates in force between Lincoln and points on the Fremont, Elkhorn & Missouri Valley Railroad.

B Reasonable rates.

C Excess of current rates over reasonable rates.

**LOCAL FREIGHT TARIFF IN NEBRASKA—SIOUX CITY & PACIFIC
RAILROAD AND FREMONT, ELKHORN & MISSOURI
VALLEY RAILROAD.**

Between Omaha and		1	2	3	4	5	A	B	C	D	E
A	Kennard (37 mi.)	26	23	19	17	15	14	10	8½	8½	7
B	"	18	15	12	9	7	7	6	5	4	4
C	"	8	8	7	8	8	7	4	3½	4½	3

A	Arlington (46 m.)	26	24	22	19	15	15	10	8½	8½	8
B	"	20	17	14	10	8	8	6	5	4	4
C	"	6	7	8	9	7	7	4	3½	4½	4

A	Fremont (54 mi.)	26	24	22	19	15	15	10	8½	8½	8½
B	"	20	17	14	10	8	8	6	5	4	4
C	"	6	7	8	9	7	7	4	3½	4½	4½

DISTANCES AND APPLICATION OF RATES.

Omaha to Blair, thirty miles.

Attached table gives distances in Nebraska between all points on the Sioux City & Pacific and Fremont, Elkhorn & Missouri Valley railways, to which should be added the distance between Omaha and Blair, to secure the distance from Omaha to all points on these lines.

In making rates, apply local distance tariff to table of distances.

ORDER.

It is therefore, by the Board, considered, adjudged, and ordered:

First. That the respondent, the Fremont, Elkhorn & Missouri Valley Railroad Company, shall at once cease and discontinue charg-

ing, demanding, or receiving the rates, or any and all of them which are here hereinbefore found to be unjust and unreasonable for the transportation of freight or property, or for any service rendered or to be rendered in connection therewith.

Second. That the said respondent, the Fremont, Elkhorn & Missouri Valley Railroad Company, immediately upon the receipt of a copy of this finding and order, proceed to print, and print and keep for public inspection, schedules of rates for the transportation of property over and upon its lines of road in this state, which rates shall in all respects conform to and comply with the rates as in the aforesaid finding found to be just and reasonable, and as set forth and stated to the right of "B" in said schedule and tabulated statement hereto attached, and that from and after the first day of October, 1867, the said respondent cease to demand, charge, or receive, for the transportation of property, and for any service rendered or to be rendered in connection therewith, a rate in excess of such reasonable rate as by the Board found and determined.

WM. LEESE,
G. L. LAWS,
H. A. BABCOCK,
C. H. WILLARD,
JOSEPH SCOTT,
Board of Transportation.

The above findings of fact and order were served upon the above named railroad company, on September 24th, 1887, by the sheriff of Lancaster county.

At a special meeting of the Board holden on October 13th, 1887, among other things, the following proceedings were had:

The Board met pursuant to call, for the purpose of conference with representatives of the railroads.

On motion, H. A. Babcock was elected chairman, *pro tem*. The following gentlemen, representatives of the railroads, were present: G. W. Holdrege, General Manager, and Thomas Miller, General Freight Agent, B. & M. R. R. in Neb., T. L. Kimball, Assistant to 1st Vice Pres. U. P. R'y, W. F. Fitch, General Manager, and K. C.

Morehouse, General Freight Agent, and John B. Hawley, General Solicitor, F., E. & M. V. R. R., W. H. Garratt, D. Freight Agent, Mo. Pac. R'y.

Mr. Kimball stated that the representatives had a proposition to submit to the Board as a basis for a compromise of the questions now pending before the Board, and as it would require the assent of the lines east of the Missouri river to the proposed terms, and as a publication of the terms of the compromise in advance of the meeting of the railroad managers to be held in Chicago on the 17th prox. might defeat the ends sought, the representatives deemed it advisable to request the Board to exclude all persons except those connected with the Board and the representatives mentioned. The president announced that if no objections were made by any member of the Board, that such rule would prevail. No objections being made, the President requested all to retire except those entitled to remain.

Mr. Kimball stated that the companies had agreed to submit a uniform distance tariff, and to agree to reduce the tariff on hard coal from Chicago to Nebraska points west of the Missouri river, sixty cents per ton, on lumber to all Nebraska points from two to three cents per hundred pounds, and on grain to points where such reduction has not yet been made, from eight to thirteen cents per hundred pounds.

The Board took the same under consideration, and after consultation, adopted and submitted the following proposition :

Resolved, That the Board of Transportation accepts the proposed compromise of a reduction of the tariff rates on coal, lumber, and grain as proposed by the representatives of the railway companies, and a reduction in the distance tariffs of said companies. *Provided*, That the distance tariffs of said railways shall be made by using the tariff rates on first-class freight as given in Tariff No. 249 of the B. & M. R. R. as the standard basis, and the rates on the other classes of freight shall be determined in the formula given in the letter of the Board to Mr. Holdrege.

Upon the presentation of the above resolution, it was taken under advisement by the representatives of the railways, and pending

such consideration, the Board instructed the clerk to inform said representatives that in case such proposition was adopted, all pending controversies would be dismissed.

The meeting adjourned until Friday, Oct. 14th, 1887, without any conclusion being reached.

SESSION OF OCTOBER 14th, 1887.

The Board met pursuant to adjournment, same members, secretaries, and representatives being present as on the preceding day.

The companies made another proposition, and the same was considered by the Board, and the following recommendation was introduced:

To the Board of Transportation:

The secretaries of the Board of Transportation having had the second proposition of the railroad companies under consideration, submit the following resolution, and recommend its adoption:

Resolved, That in consideration of a reduction of sixty cents per ton on hard coal from Chicago and common points to all points in Nebraska west of range nine (9) east of the sixth (6) P.M., and a reduction in the rates upon grain from all Nebraska stations to Chicago and common points, of from eight to thirteen cents per hundred pounds from the tariff rate in force April 1st, 1887, and a reduction in the rates upon lumber from eastern and north-eastern points to all Nebraska stations, from two to three cents per hundred pounds from the rate in force at the present date, the Board of Transportation hereby accepts the proposed distance tariff as agreed upon by the railroad companies and presented to said Board. *Provided*, That in no event shall the present rates be raised by this action, either in the present distance or distributing tariffs; and, *Provided, further*, That in every instance where this proposed compromise tariff is lower than the present distributing tariffs, the compromise tariff shall prevail.

O. P. MASON,

J. H. AGER,

W. H. MUNGER,

Secretaries.

Moved and seconded that the resolution do pass.

On roll call, those voting "aye" were G. L. Laws, C. H. Willard, Joseph Scott, and H. A. Babcock. Those voting "nay" were none.

The Secretaries presented the following report and recommended its adoption :

Resolved, That it is the opinion of this Board that it has no authority to dismiss the pending suit in the supreme court against the F., E. & M. V. R. R., that being a matter in the discretion of the Attorney General, but we request the Attorney General to continue said suit till the July term of said court.

O. P. MASON,
J. H. AGER,
W. H. MUNGER,
Secretaries.

On motion, the resolution was adopted, all members present voting "aye."

The above propositions were submitted to the representatives of the railway companies. John B. Hawley asked the Board if it was the intention to dismiss the suit at the July term of supreme court in case the railroads had carried out the terms of the compromise in good faith. Judge Mason replied for the Board that such was the intention, and Secretaries Munger and Ager being asked the same question, replied likewise. The railway companies then announced that the terms of the compromise were accepted, and the meeting adjourned.

The following is the table of distance tariff rates agreed upon at the above meeting:

Distances.	1	2	3	4	5	A	B	C	D	E
5 miles	13	11	9	7	6	6	5	4	4	3
10 "	16	13	11	9	7	7	6	5	4	3
15 "	18	15	13	11	8	8	7	6	5	3
20 "	20	17	15	13	9	9	8	7	5	3.5
25 "	22	19	17	14	10	10	9	7	6	3.5
30 "	24	21	19	16	11	11	9	8	6	3.5
35 "	26	23	20	17	12	12	10	8	6	4
40 "	28	25	22	19	14	14	10	8	6	4
45 "	30	27	23	20	15	15	11	9	7	4.5
50 "	32	29	25	21	16	16	11	9	7	4.5
55 "	34	31	27	23	18	18	12	10	8	5

Distances.	1	2	3	4	5	A	B	C	D	E
60 miles.....	36	33	29	25	20	19	12	10	8	5
65 "	38	35	31	27	22	20	13	11	8	5
70 "	40	36	33	29	24	21	18	11	8	5
75 "	42	38	35	30	25	21	14	12	8	5.5
80 "	44	40	36	31	26	22	14	12	8	5.5
85 "	46	42	37	32	27	22	15	14	9	5.5
90 "	48	43	38	33	28	23	15	13	9	6.5
95 "	50	44	39	34	29	23	16	14	10	6.6
100 "	52	45	40	35	30	24	16	14	10	7
110 "	55	47	42	36	34	25	17	15	11	7
120 "	57	49	44	37	36	26	18	16	12	7
130 "	59	51	46	38	33	27	19	17	12	7
140 "	61	53	48	39	34	28	20	18	12	7
150 "	63	55	50	40	35	29	21	19	13	7.5
160 "	65	57	52	41	36	30	22	20	14	8
170 "	67	59	54	42	37	31	23	20	14	8.5
180 "	69	61	56	44	39	32	24	21	15	9
190 "	71	63	57	45	40	33	25	21	15	9.5
200 "	73	65	58	46	41	34	26	22	16	10
210 "	74	66	59	47	42	35	27	23	17	10.5
220 "	75	67	60	48	43	36	28	23	17	11
230 "	76	68	61	49	44	37	29	24	17	11.5
240 "	77	69	62	50	45	38	30	24	18	12
250 "	78	70	63	51	46	39	31	25	18	12.5
260 "	79	71	64	52	47	40	32	25	19	13
270 "	80	72	65	53	48	41	33	26	20	13.5
280 "	81	73	66	54	49	42	34	26	20	14
290 "	82	74	67	55	50	43	35	27	20	14.5
300 "	83	75	68	56	51	44	36	27	21	15
310 "	84	76	69	57	52	45	36	28	22	15.5
320 "	85	77	70	58	53	46	37	28	22	16
330 "	86	78	71	59	54	47	37	29	22	16.5
340 "	87	79	72	60	55	48	38	29	23	17
350 "	88	80	73	61	56	49	38	30	23	17.5

At a session of the Board of Transportation, holden on October 27th, 1887, among other things, the following proceedings were had:

G. L. Laws introduced the following resolution and moved its adoption :

WHEREAS, The F., E. & M. V. R. R. has substantially complied with the order of this Board reducing local rates between all stations on its line of railroad in this state, therefore,

Resolved, That it is the sense of this Board that the mandamus case against said F., E. & M. V. R. R. Co., now pending in the Supreme Court of this state in the name of this Board, be continued, and the Supreme Court is hereby respectfully requested to continue said case till the January, 1888, term of said court, to the end that this Board may be fully advised as to the advantages gained by the reduction in rates agreed upon.

Those voting in the affirmative were G. L. Laws, H. A. Babcock, and Joseph Scott. Those voting in the negative were Wm. Leese. The motion prevailed, and the resolution was adopted.

For the information of the public, we append a comparative table of the tariff in force prior to the order or compromise in the foregoing case, with the compromise tariff.

The figures to the right of "A" are the rates in force prior to the compromise, and are taken from Tariff No. 496 of the U. P. R'y, and the rates to the right of "B" are the rates agreed upon at the meeting of October 13th and 14th, 1887, and carried into effect by all the railroad companies in the state, on November 1st, 1887, and which remain the distance tariffs of all said companies.

	DISTANCES.	MERCHANDISE IN CENTS PER 100 LBS					CAR LOAD RATES IN CENTS PER 100 LBS				
		1	2	3	4	5	A	B	C	D	E
A	10 miles.....	10	9	8	7	5	5	5	4	4	3
B	"	16	13	11	9	7	7	6	5	4	3
A	15 miles.....	15	14	13	12	10	10	9	8	7	4
B	"	18	15	13	11	8	8	7	6	5	3
A	20 miles.....	20	18	16	14	12	11	10	9	8	5
B	"	20	17	15	13	9	9	8	7	5	3.5
A	25 miles.....	25	22	20	18	16	14	12	10	9	6
B	"	22	19	17	14	10	10	9	7	6	3.5
A	30 miles.....	30	27	24	19	17	15	13	11	10	7
B	"	24	21	19	16	11	11	9	8	6	3.5
A	35 miles.....	35	32	28	24	20	17	14	12	11	8
B	"	26	23	20	17	12	12	10	8	6	4
A	40 miles.....	40	36	31	26	22	18	16	13	12	9
B	"	28	25	22	19	14	14	10	8	6	4

		MERCHANDISE IN CENTS PER 100 LBS					CAR LOAD RATES IN CENTS PER 100 LBS				
DISTANCES		1	2	3	4	5	A	B	C	D	E
A	45 miles.....	45	40	35	30	25	20	18	14	12	10
B	"	30	27	23	20	15	15	11	9	7	4.5
A	50 miles.....	50	45	40	35	30	25	20	15	13	10
B	"	32	29	25	21	16	16	11	9	7	4.5
A	55 miles.....	53	48	42	36	31	26	21	16	13	10
B	"	34	31	27	23	18	18	12	10	8	5
A	60 miles.....	56	50	44	37	32	27	22	17	14	11
B	"	36	33	29	25	20	19	12	10	8	5
A	65 miles.....	59	52	46	38	33	28	23	17	14	11
B	"	38	35	31	27	22	20	13	11	8	5
A	70 miles.....	62	54	48	39	33	28	23	17	14	11
B	"	40	36	33	29	24	21	13	11	8	5
A	75 miles.....	65	56	50	40	34	29	24	18	14	11
B	"	42	38	35	30	25	21	14	12	8	5
A	80 miles.....	67	58	51	41	34	29	24	18	14	11
B	"	44	40	36	31	26	22	14	12	8	5.5
A	85 miles.....	69	60	52	42	35	30	25	19	15	12
B	"	46	42	37	32	27	22	15	13	9	5.5
A	90 miles.....	71	62	53	43	36	31	26	19	15	12
B	"	48	43	38	33	28	23	15	13	9	6.5
A	95 miles.....	73	64	54	44	37	31	26	19	15	12
B	"	50	44	39	34	29	23	16	14	10	6.5
A	100 miles.....	75	65	55	45	37	32	27	20	15	12
B	"	52	45	40	35	30	24	16	14	10	7
A	105 miles.....	76	66	56	46	38	33	28	21	16	13
B	"	54	46	41	35	30	24	17	15	11	7
A	110 miles.....	78	68	57	47	39	34	29	22	16	13
B	"	55	47	42	36	31	25	17	15	11	7
A	115 miles.....	79	69	58	48	40	35	30	23	17	13
B	"	56	48	43	36	31	25	18	16	12	7

		MERCHANDISE IN CENTS PER 100 LBS					CAR LOAD RATES IN CENTS PER 100 LBS				
	DISTANCES	1	2	3	4	5	A	B	C	D	E
A	120 miles.....	81	71	59	49	41	36	31	24	17	14
B	"	57	49	44	37	32	26	18	16	12	7
A	125 miles.....	83	73	60	50	42	37	32	25	18	14
B	"	58	50	45	37	32	26	19	17	12	7
A	130 miles.....	85	75	61	51	43	38	33	25	18	14
B	"	59	51	46	38	33	27	19	17	12	7
A	135 miles.....	86	76	62	52	44	39	34	26	19	15
B	"	60	52	47	38	33	27	20	18	12	7
A	140 miles.....	88	77	63	53	44	39	34	26	19	15
B	"	61	53	48	39	34	28	20	18	12	7
A	145 miles.....	90	78	64	54	45	40	35	27	20	15
B	"	62	54	49	40	35	28	21	19	18	7.5
A	150 miles.....	91	80	65	55	46	41	36	28	20	16
B	"	63	55	50	40	35	29	21	19	13	7.5
A	155 miles.....	98	82	66	56	47	42	37	28	21	16
B	"	64	56	51	41	36	29	22	20	13	7.5
A	160 miles.....	95	83	67	57	48	43	38	29	21	16
B	"	65	57	52	41	36	30	22	20	14	8
A	165 miles.....	97	85	68	58	48	43	38	29	22	16
B	"	66	58	53	42	37	30	23	20	14	8
A	170 miles.....	99	86	69	59	49	44	39	30	22	16
B	"	67	59	54	42	37	31	23	20	14	8.5
A	175 miles.....	101	88	70	60	50	45	40	30	23	17
B	"	68	60	55	43	38	31	24	21	15	8.5
A	180 miles.....	103	89	71	61	51	46	41	31	23	17
B	"	69	61	56	44	39	32	24	21	15	9
A	185 miles.....	105	91	72	62	52	47	42	32	24	17
B	"	70	62	56	45	40	32	25	21	15	9
A	190 miles.....	107	92	73	63	53	48	43	33	24	17
B	"	71	63	57	45	40	33	25	21	15	9.5

		MERCHANDISE IN CENTS PER 100 LBS					CAR LOAD RATES IN CENTS PER 100 LBS				
	DISTANCES	1	2	3	4	5	A	B	C	D	E
A	195 miles.....	109	94	74	64	54	49	44	34	25	18
B	"	72	64	57	46	41	33	26	22	16	9.5
A	200 miles.....	110	95	75	65	55	50	45	35	25	18
B	"	73	65	58	46	41	34	26	22	16	10
A	210 miles.....	114	99	79	69	59	52	46	36	26	19
B	"	74	66	59	47	42	35	27	23	17	10.5
A	220 miles.....	118	103	83	73	63	54	48	37	27	20
B	"	75	67	60	48	43	36	28	23	17	11
A	230 miles.....	121	106	86	76	66	56	50	38	28	21
B	"	76	68	61	49	44	37	29	24	17	11.5
A	240 miles.....	125	110	88	78	68	58	51	39	29	21
B	"	77	69	62	50	45	38	30	24	18	12
A	250 miles.....	128	113	90	80	70	60	53	40	30	22
B	"	78	70	63	51	46	39	31	25	18	12.5
A	260 miles.....	132	117	92	82	72	62	54	41	31	22
B	"	79	71	64	52	47	40	32	25	19	13
A	270 miles.....	135	120	94	84	74	64	56	42	32	23
B	"	80	72	65	53	48	41	33	26	20	13.5
A	280 miles.....	138	123	96	86	76	66	58	43	33	24
B	"	81	73	66	54	49	42	34	26	20	14
A	290 miles.....	142	127	98	88	78	68	59	44	34	24
B	"	82	74	67	55	50	43	35	27	20	14.5
A	300 miles.....	145	130	100	90	80	70	60	45	35	25
B	"	83	75	68	56	51	44	36	27	21	15
A	310 miles.....	148	133	103	92	82	72	61	46	36	26
B	"	84	76	69	57	52	45	36	28	22	15.5
A	320 miles.....	151	136	106	94	84	73	61	46	36	26
B	"	85	77	70	58	53	46	37	28	22	16
A	330 miles.....	155	140	110	97	86	75	62	47	37	27
B	"	86	78	71	59	54	47	37	29	22	16.5

	DISTANCES	MERCHANDISE IN CENTS PER 100 LBS					CAR LOAD RATES IN CENTS PER 100 LBS				
		1	2	3	4	5	A	B	C	D	E
A	340 miles.....	158	143	113	100	88	76	62	47	37	27
B	"	87	79	72	60	55	48	38	29	23	17
A	350 miles.....	161	146	116	108	90	78	63	48	38	28
B	"	88	80	73	61	56	49	38	30	28	17.5

A decision by the supreme court having been rendered in this case, it has been thought wise to incorporate such decision in an appendix to this report, which see.

No. 7.

Hollister and Howard,
Complainants,
 vs.
 Union Pacific Railway
 Company,
Respondent.

The complainants charged that the local rates on freight over the line of the respondent were too high, and unjust and unreasonable.

A copy of the complaint was served upon the company, and an answer was filed, which denied that its rates were unreasonable or unjust, and denied the authority of the Board to regulate rates on its line.

The matter was set for hearing October 7, 1887, on which day a letter was received from the complainant requesting that it be dismissed.

No. 8.

John S. Marsh,
Complainant,
 vs.
 Burlington & Missouri
 River Railroad in Ne-
 braska,
Respondent.

The complaint alleged an overcharge on shipment of hardware

from Guide Rock to Cambridge. The company filed an answer denying the allegations of the complaint.

The matter was set for hearing at Guide Rock, September 17, 1887, and the testimony taken. Inasmuch as the same principle was involved as that in the complaint of the Board of Trade and Freight Bureau of Lincoln vs. F., E. & M. V. R. R., *ante*, and as the B. & M. R. R. Co. in Nebraska reduced its local distance tariff in accordance with the agreement with the Board of Transportation, it was thought unnecessary to make any order in this case.

No. 9.

Carl Bahr,	}
<i>Complainant,</i>	
vs.	
Burlington & Missouri River Railroad in Ne- braska,	
<i>Respondent.</i>	

Mr. Bahr complained that the respondent had constructed a railroad through township No. 5, ranges 16 and 17, Phelps county, Nebraska, and had failed to place the public highway crossings in good order, and suitable for the passage of vehicles. A copy of the complaint was sent to the company, and on September 12, 1887, the Board was notified that the matter had been arranged to Mr. Bahr's satisfaction.

No. 10.

Tilden Brothers,	}
<i>Complainants,</i>	
vs.	
Burlington & Missouri River Railroad in Ne- braska,	
<i>Respondent.</i>	

The complaint charged that the rate on separators and horse powers from Blue Hill to Bradshaw was too high, and that the practice of railroad companies in fixing arbitrary weights to govern ship-

ments of goods of this character was unjust and illegal. The company filed an answer justifying the charge made. A hearing of the matter was had at Bradshaw, and as the local rates on the B. & M. R. R. Co. in Nebraska were reduced as a result of the compromise effected in the complaint of the Lincoln Board of Trade and Freight Bureau vs. F., E. & M. V. R. R., it was thought well to not issue an order in this case, which action was concurred in by the complainants.

No. 11.

Willis O. Axtell, <i>Complainant,</i> vs. Burlington & Missouri River Railroad in Ne- braska, <i>Respondent.</i>	}
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Mr. Axtell, as clerk of the village of Bertrand, complained of the need of additional crossings over the right of way of the respondent, at that village.

After some correspondence, the matter was satisfactorily arranged between the parties.

No. 12.

Evans and Moore, <i>Complainants,</i> vs. Fremont, Elkhorn & Missouri Valley Rail- road Company, <i>Respondent.</i>	}
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This case is but a continuance of the old complaint of the citizens of Newport against the same company, reported by the Board of Railroad Commissioners in its second annual report, and was simply docketed by this Board, to cover some correspondence in relation thereto.

No. 13.

H. W. and W. R. Smith and Nelson Adams, <i>Complainants,</i> vs. Burlington & Missouri River Railroad in Ne- braska, <i>Respondent.</i>	}
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These gentlemen complained of want of facilities, and failure of the company to provide sufficient crossings at the village of Adams, Gage county. A hearing was had of the matter, and at the hearing the parties came to a compromise. Afterward, complaint was made that the terms of the compromise had not been enforced by the company, and an order was issued by the Board requiring the respondent to provide a crossing at Third street in said village.

No. 14.

John Lisco, <i>Complainant,</i> vs. Union Pacific Ry. Co., <i>Respondent.</i>	}
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Mr. Lisco complained that he was required to load 20,000 pounds of hay into a car in order to secure the benefit of carload rates, while others were only required to load 16,000 pounds. That thereby he was discriminated against.

The company filed an answer alleging that it had not discriminated against Mr. Lisco. That it was customary to accept shippers' invoice of weights upon which to base the charge for transportation; that it discovered that the complainant was sending double bills of lading to his consignees in the city of Omaha, each designating a different weight, the bill giving the lesser weight being used to pay freight charges upon, and the one giving the greater weight—being the true weight—being used in collecting the price of the hay or straw, this being done to defraud the respondent out of a portion of the freight justly due it. That since the discovery of this practice of

Mr. Lisco, it has caused his hay or straw to be weighed at destination, and the freight charges to be based upon such actual weight.

A day for a hearing of the matter was fixed, and Mr. Lisco failed to appear, whereupon the hearing was continued to a later day, prior to which time the Board received a letter from him requesting that the complaint be dismissed, which was done.

No. 15.

J. R. Watts,	}
<i>Complainant,</i>	
vs.	
Union Pacific Ry. Co.,	
<i>Respondent.</i>	

This is a renewal of the complaint of A. H. Lee and others against the same company, and reported in the second annual report of the Board of Railroad Commissioners.

The hearing was set for June 7th, 1888, at which time the testimony was taken, and the case taken under advisement. It is still pending and undetermined.

No. 16.

Farmers' Union,	}
<i>Complainant,</i>	
vs.	
Chicago, St. Paul, Min-	
neapolis & Omaha Rail-	
way Company,	
<i>Respondent.</i>	

This complainant alleges that the respondent discriminated against it by furnishing cars to its competitors, and refusing to furnish it with the necessary cars to carry on its business of buying and shipping grain. The respondent denied that it had in any manner discriminated against the Farmers' Union. A hearing of the matter was had at Oakland, January 11th, 1888, and the evidence showed that the Farmers' Union did not have an elevator, but loaded the grain from wagons directly into the cars standing on a side track;

that there were three elevators at said place, one operated by the Crowell Lumber & Grain Co., one by J. J. Stubbs, and one by F. H. Peavey & Co.; that during the period of time covered by the evidence, the respondent had furnished to the various parties cars as follows: To F. H. Peavey & Co., 46 cars; to Crowell Lumber & Grain Co., 61 cars; to the complainant, the Farmers' Union, 62 cars; and to J. J. Stubbs, 67 cars.

From the whole evidence, the Board found that the respondent had been fair in its methods of dealing with the complainant, and dismissed the complaint.

No. 17.

In the Matter of Brake-
men on Passenger
Trains. }

December 15th, 1887, the Board passed the following order :

WHEREAS, The Chicago, Burlington & Quincy Railroad Company is running certain of its passenger trains in the state of Nebraska without any brakemen, which is unsafe, it is hereby ordered that said railroad company, within ten days from the service of this order, place upon each of its passenger trains running in this state, at least one brakeman.

Upon the application of the said company, a hearing was had on January 6th, 1888, and said order was modified so that said company are permitted to run trains without a brakeman, consisting of not more than three cars, such cars being equipped with automatic air brakes.

No. 18.

J. H. Gurney,
Complainant,
vs.
Fremont, Elkhorn &
Missouri Valley Rail-
road Company,
Respondent. }

Mr. Gurney, as county attorney, complained of the bad condition

of the public crossings over the railroad of respondent in Antelope county, caused by the taking out of the planks next the rail.

The company answered, and alleged that it was necessary to remove these planks in order that the flangers for cleaning snow from the tracks might be run with safety.

February 17th, 1888, Mr. Gurney wrote that the matter had been satisfactorily arranged, and asked that the complaint be dismissed, which was done.

No. 19.

H. H. Hyde,	}
<i>Complainant,</i>	
vs.	
St. Joseph & Grand Island Railroad Company,	
<i>Respondent.</i>	

Mr. Hyde complained that the company had failed to give him a farm crossing. The company denied the charge, and a copy of the answer was sent to Mr. Hyde, since which date no word has been received from him.

No. 20.

John Biggs,	}
<i>Complainant,</i>	
vs.	
Burlington & Missouri River Railroad in Nebraska.	

Mr. Biggs complained of an overcharge on shipments from Hastings to Heartwell, and that the rates charged were unreasonable and excessive.

The respondent answered, denying that the rate was unjust or unreasonable, admitted an overcharge of twenty-five cents on the shipment in question, and offered to refund the amount of overcharge.

The matter was set for hearing February 16th, 1888. Mr. Biggs

failed to appear, and it was continued until the next day, at which time the railroad company appeared and gave testimony, and the Board found for the respondent, and ordered the complaint dismissed.

No. 21.

G. W. Carpenter,	}
<i>Complainant,</i>	
vs.	
Burlington & Missouri	
River Railroad in Ne-	
braska,	
<i>Respondent.</i>	

Mr. Carpenter complained that certain streets in the village of Rulo were obstructed by the Burlington & Missouri River Railroad in Nebraska, and that it had its depot located on 3d street.

The Board proceeded to Rulo to investigate the matter, and a compromise was arrived at between the parties, and the cause was dismissed.

No. 22.

J. K. Goudy,	}
<i>Complainant,</i>	
vs.	
Chicago, Kansas & Ne-	
braska Railway Com-	
pany,	
<i>Respondent.</i>	

Mr. Goudy, as village attorney, complained that the respondent had constructed its road through the village of Pawnee City. That it had accepted the terms of a certain ordinance passed by the village board of trustees, specifying the conditions upon which it secured its right of way along the streets and alleys in said village, and that it had wholly neglected and refused to fulfill the conditions of the ordinance. That said ordinance required said respondent to grade certain street crossings, and to provide said walks and wagon crossings on said streets, and suitable bridges or viaducts on certain of said streets, all of

which it had failed to do, and asked that the Board require said company to comply with the provisions of said ordinance.

The company filed an answer, which was in the nature of a general denial.

A hearing was had, and an order issued by the Board requiring said company to place certain streets in a passable condition. A short time thereafter, a letter was received from Mr. Goudy stating that the company had let contracts for the grading, etc., essential to carrying out the terms of the order.

No. 23.

J. M. Haws and others,
Complainants,
vs.
Burlington & Missouri
River Railroad in Ne-
braska,
Respondent.

This was a complaint of lack of accommodations for travel between the village of Heartwell and the city of Hastings, both on the line of respondent's road, and asked that the Board order said company to stop trains No. 1 and 2, known as the flyers, at said village. The Board investigated the matter, and decided that the exigencies of the public service did not require the stoppage of trains No. 1 and 2 at Heartwell.

No. 24.

E. L. King,
Complainant,
vs.
Union Pacific Railway
Company,
Respondent.

The complaint alleged that the company had caused an embankment to be made over a "draw" near the city of Osceola, when its road was constructed, and that a bridge was constructed by the com-

pany at a highway crossing at that point. That a flood carried away the bridge, and the company had failed to rebuild it. As soon as the company was notified of the matter, it agreed to repair the bridge.

No. 25.

J. G. Hamer,	}
<i>Complainant,</i>	
vs.	
Fremont, Elkhorn, & Missouri Valley Rail- road Company.	
<i>Respondent.</i>	

Mr. Hamer complained that as a part of the consideration for the right of way through his farm, the right of way agent of the company had agreed to provide a crossing under its track connecting the two portions of his farm. That the crossing had never been provided, and asked the Board to compel the company to furnish such crossing. The company was notified of the complaint, and immediately notified the Board that it would be done.

No. 26.

H. J. Yensen,	}
<i>Complainant,</i>	
vs.	
Burlington & Missouri River Railroad in Ne- braska,	
<i>Respondent.</i>	

Mr. Yensen complained that the embankment of the company caused the water to collect on his farm, and that he was unable to cultivate the ground, or to raise any crop thereon, because of the standing water.

The complaint was forwarded to the company, and the matter was arranged to the satisfaction of Mr. Yensen.

No. 27.

Berthat Green et al.,	}
Complainants,	
vs.	
St. Joseph & Grand Island Railroad Company,	
Respondent.	

These parties complained that they were charged fifteen cents each for passage on the train of the respondent from Leroy to Millington, a distance of one mile and one-half.

The matter is still pending and undetermined.

No. 28.

Badger Lumber Company et al.,	}
Complainants,	
vs.	
Burlington & Missouri River Railroad in Nebraska,	
Respondent.	

The complainants charged they were discriminated against, and that the rates on lumber from Lincoln to points within this state were unjust and unreasonable.

The particular discrimination complained of was that the dealers of Lincoln were charged three cents per hundred pounds more from the lumber producing regions than at the same time was charged to the dealers in the city of Omaha, while they were charged the same rate to points on the line of the respondent's road as was charged from Omaha to the same points, thereby placing them at a disadvantage of three cents per hundred pounds as compared with the rates allowed and charged the dealers of Omaha.

On the hearing it was stipulated that nothing should be done with reference to the charge in the complaint alleging that unjust and unreasonable rates were charged from Lincoln, except in so far as the discrimination charged against the company might affect the rates and cause them to be found unjust and unreasonable.

The Board found there was discrimination, and to the extent of such discrimination the rates charged on lumber from Lincoln to points west thereof were unjust and unreasonable, and issued an order requiring the respondent to reduce the tariff rates on lumber from Lincoln to such points three cents per hundred pounds. The company complied with the order.

No. 29.

C. M. Clark et al.,	}
Complainants,	
vs.	
Fremont, Elkhorn & Missouri Valley Rail- road Company,	
Respondent.	

Mr. Clark filed a petition, numerously signed by the citizens of Seward, alleging that the section men on the Fremont, Elkhorn & Missouri Valley Railroad Company only paid its section men one dollar and twenty-five cents per day; that these men were required to pay \$3.50 per week for board, leaving them but four dollars per week with which to provide the other necessities of life, and asking the Board to require the company to pay at least two dollars per day to such employes.

This complaint was filed June 23d, 1888, and at this date, June 30th, 1888, is still pending and undetermined.

No. 30.

L. T. Brookings,	}
Complainant,	
vs.	
Burlington and Missouri River Railroad in Ne- braska,	
Respondent.	

Filed June 23d, 1888.

Mr. Brookings complained of a lack of shipping facilities at Funk station, on the line of respondent's railroad.

A copy of the complaint was served on the respondent, and the matter is still pending.

No. 31.

John Q. Goss,	}
<i>Complainant,</i>	
vs.	
Burlington and Missouri	
River Railroad in Ne-	}
braska,	
<i>Respondent.</i>	

This complaint alleged that every evening the company brought a car load of dead animals from Omaha and left it standing on the side track at LaPlatte. That a horrible stench emanated from it, and that the drippings from the animals on the ground caused a disagreeable odor to permeate the atmosphere after the car had been removed. That by reason of these facts the health of the community was endangered, and asked the Board to require the company to cease the practice.

A copy of the complaint was served on the respondent, and an answer filed, which alleged that the company was preparing to construct a side track especially for this traffic, far removed from any settlement, and that it would be completed in a short time, after which the complainant would have no further cause of complaint. A copy of the answer was sent to the complainant, and he was requested to inform the Board whether this was satisfactory, but no word has been received from him.

The above gives a correct epitome of all the complaints which have required the action of the Board, and the exercise of its functions under the law. There have been many complaints made to individual members of the Board, either in person or by letter, in which the parties expressed a desire that the matter should be dealt with outside the office of the Board. We are happy to state that in every instance, when any of the officials of any of the railroads of the state have been approached by the members of the Board in relation to

any private grievance, they have been met in a spirit of fairness, and such matters have been adjusted to the satisfaction of those concerned.

On January 4th, 1888, the Union Pacific Railway Company and the Omaha and Republican Valley Railroad Company commenced an injunction suit against the Board of Transportation. The purpose of the suit was to prevent the Board from acting upon the complaint of J. R. Watts, of Waterloo, and to restrain it from considering the question of rates upon the lines of the two railways above-named. These proceedings were afterwards dismissed by the general attorney of the roads.

The claim made by the Union Pacific Railway Company, that because of its having been chartered by the Federal government before the creation of the state of Nebraska, and while it was under a territorial form of government, that only the Federal government has any right to control it, and that it is over, above, and superior to the authority of the state, is a dangerous doctrine. We believe the claim to be inimical to good government, and that it has no foundation in law.

The position of the Board is shown in the following brief:

IN THE CIRCUIT COURT OF THE UNITED STATES.

DISTRICT OF NEBRASKA.

THE UNION PACIFIC RAILWAY
COMPANY,

Complainant,

vs.

THE BOARD OF TRANSPORTATION
OF THE STATE OF NEBRASKA,
CONSISTING OF WILLIAM
LEESE, ATTORNEY GENERAL;
G. L. LAWS, SECRETARY OF
STATE; CHARLES H. WILLARD,
STATE TREASURER; H. A. BAB-
COCK, AUDITOR OF PUBLIC AC-
COUNTS; AND JOSEPH W. SCOTT,
COMMISSIONER OF PUBLIC
LANDS AND BUILDINGS; AND
ALSO AGAINST THE SECRETA-
RIES OF SAID BOARD, TO-WIT,
OLIVER P. MASON, W. H. MUN-
GER, AND J. H. AGER,

Respondents.

RESPONDENT'S BRIEF IN RESISTANCE OF COMPLAINANT'S APPLICA-
TION FOR CONTINUANCE OF INJUNCTION.

The substance of the material allegations in the bill of complaint is as follows:

1st. That the Union Pacific Railway Company is a corporation created by the act of congress of July 1, 1862, entitled "An act to aid in the construction of a railroad and telegraph line from the Missouri river to the Pacific ocean, and to secure to the government the use of the same for postal and military and other purposes."

2d. That by virtue of said act of congress said company was authorized and required to lay out, locate, and construct a railroad from Council Bluffs, in Iowa, through the territories of Nebraska, Wyoming, and Utah, to a junction with the Central Pacific Railroad of California; that the survey, construction, equipment, and operation of the road should be under the supervision and direction of the sec-

retary of the interior and the treasurer of the United States, and that upon the completion of the road according to the charter it should be subject to acceptance by commissioners to be appointed by the president of the United States; that the president should appoint five directors of the corporation for the protection of the interests of the government of the road as creditor of the company; that said act of incorporation also required the company, upon terms and conditions in the act stated, to transport over the line the United States mails, troops, and munitions of war, supplies, and public stores, whenever required by any department of the government, and that the government should have the preference to use the road at the rates specified in the act, and that the grants of land and other subsidies in aid of the company were upon the condition that the company would keep the road in repair and would use and operate the same and the telegraph line for the government when required, as in the act provided; that the act provided for the repayment to the government of the subsidy bonds, and interest thereon, granted to aid in the construction of the road.

The act further provided that when it should appear that the net earnings of the road and telegraph should exceed ten per centum of the cost (exclusive of the five per cent to be paid to the United States) congress might reduce the rate of fare thereon, if unreasonable in amount, and fix and establish the same by law; that congress might change, alter, or amend the act of incorporation, having due regard for the rights of the companies in the act named.

3d. That the Union Pacific Railroad Company accepted the provisions of the act, became organized as a railroad company, and between the first day of January, 1864, and the first day of June, 1869, completed a line of road from Council Bluffs through the territories of Nebraska, Wyoming, and Utah, to Ogden, in Utah territory.

4th. That the legislature of the state of Nebraska in 1887 passed, and the governor of the state approved, an act entitled "An act to regulate railroads, prevent unjust discriminations, provide for a Board of Transportation, and define its duties, and repeal articles 5

and 8 of chapter 72, entitled 'Railroads,' of the Revised Statutes, and of acts and parts of acts in conflict herewith." That this act created the Board of Transportation, consisting of the state officers named in the bill of complaint, with power in the Board to appoint three secretaries, who should take the oath prescribed for state officers, give bonds, and who were empowered by the act, in matters of investigation, to perform the duties prescribed for the Board.

5th. That the Board of Transportation has undertaken to assume jurisdiction of the Union Pacific Railway's line of road, and have called upon the complainant to defend against complaints of the manner of the construction of the road and of the tariffs and charges thereon fixed by complainant for the transportation of freight and passengers over its line; that, after a so-called investigation had by the secretaries, it has declared about 400 feet of the embankment of the railway company, situated between two stations named in the bill, and the maintenance thereof, to be detrimental to the health and interests of the citizens of Waterloo (a village which has been settled and built wholly since the railroad was constructed), and has ordered and required the complainant to remove the same and substitute therefor some kind of an open trestle or bridge, for the purpose of affording additional waterway for the Elkhorn river and its overflow in times of great freshets and inundations; that this change would involve the expenditure of \$5,000, and the change would, in the opinion of the engineers of the company, be worthless for the proposed purpose.

6th. That the Board of Transportation claims the right and power to fix and establish rates and tariff for the transportation of persons and property over said road, and is now deliberating upon a schedule of such proposed tariffs; that its purpose is to reduce the passenger tariff, both interstate and domestic, through the state of Nebraska, to a uniform mileage rate of two cents per mile, and to fix a uniform rate for the transportation of freight and passengers within the boundaries of the state of Nebraska; that unless restrained said Board will proceed to make an order requiring reconstruction of said grade between the stations named, and also fixing and establishing rates and

tariffs for the transportation of freight and passengers over the Union Pacific Railway in the state of Nebraska, and otherwise interfere with, harass, annoy, disturb, and diminish the business, income, and revenue of the company without authority of law ; that if such rates are established and enforced on said Union Pacific Railway and on the Omaha & Republican Valley Railway it will so reduce the net earnings of the companies as to disable them from making sufficient earnings to pay operating expenses and the interest upon their debts, and thus reduce the companies to bankruptcy.

7th. That the Omaha and Republican Valley Railway Company is a corporation created and existing under the laws of the state of Nebraska ; that it owns and operates a line of road within that state, between points designated in the bill ; that the Union Pacific Railway Company is the owner of its capital stock and a large proportion of its first mortgage bonds, whereby said company and all its property and assets and effects are in the ownership of complainant and constitute a part of the assets of the complainant, by means whereof it has become and is within the sole jurisdiction of the congress of the United States and of the Federal authority, in the same manner as the complainant.

8th. That unless restrained the Board of Transportation and its secretaries will entertain, hear, and determine numberless complaints against the railway company without adequate authority, and subject the complainant to expense, annoyance, multiplicity of suits, and diminish its business, revenue, and income.

A temporary injunction was granted as prayed, with leave to complainant to apply for a continuance of the injunction. Upon this application for a continuance and the objections of the respondents thereto the cause now comes on for hearing. .

The respondents have filed their answer; they object to the jurisdiction of this court over the respondents because the state of Nebraska is the real party in interest; they admit the incorporation of the complainant under the act of congress; admit the construction and equipment of the road; admit the passage of the act of 1887 by the state legislature, and its approval; admit that the Omaha &

Republican Valley Railway Company is a corporation organized under the laws of the state; admit that they have undertaken to assume and have assumed jurisdiction of the road of the complainant under the act of 1887, and have required the removal of the embankment at or near Waterloo; admit that they claim the right to make and establish rates for the transportation of persons and property over the Union Pacific and Omaha & Republican Valley Railways where the transportation arises and terminates wholly within the state; admit that they are now in deliberation upon such schedule of rates. They deny that they are about to, or intend to interfere with or to make interstate rates, disclaim any authority to make or fix interstate rates, deny that they are about to make any rates which will reduce the companies or either of them to bankruptcy. They aver that they have the power, jurisdiction, and authority under the act of 1887, to make, fix, and establish rates for the transportation of persons and property over complainant's railway and all railways in this state where such rate and transportation arises and terminates wholly within the state; they insist upon the right of the state through said Board of Transportation to require the removal of the embankment at or near Waterloo. They deny that the Omaha & Republican Valley Railway Company is subject to the jurisdiction of the Federal authority; deny that congress alone has the right to fix or regulate the rates upon the U. P. Railway. The answer contains many other denials, and averments, but the foregoing are the ones necessary to be considered upon this discussion.

The complainant bases its claim for the relief demanded upon two grounds, viz.:

1st, That the Union Pacific Railway is a Federal agency and for that reason is not subject to state control; and

2d, That its charter, the act of congress creating it, is a contract between the government and the corporation, and as that contract provides when and under what circumstances congress may regulate its rates, it excludes the power of the state of Nebraska to regulate the rates or in any manner interfere with the corporation in its management and operation of the road. It is also claimed that, as the Union

Pacific Railway owns the capital stock of the Omaha & Republican Valley Railway Company, that corporation is also subject exclusively to Federal control.

Many years ago it was contended in this court that because the U. P. Railway Company was created and endowed by congress with franchise, powers, and property, as a means, instrument, and agency for the execution of the powers vested in the general government by the Constitution of the United States, it was not subject to taxation by the state. The complainant then as now relied upon the decisions of the supreme court in the cases of *Osborn v. Bank of the United States*, 9 Wheaton, 738, and *McCulloch v. Maryland*, 4 Id., 316.

This court did not then sustain the position of complainant, but held that the property of complainant within this state was subject to taxation; the case was appealed to the supreme court, where the decision of this court was affirmed.

Railroad Company v. Peniston, 18 Wallace, 5.

In the decision in that case the court refer to the cases of *Osborn v. The Bank* and to *McCulloch v. Maryland*, and draw the distinction between those cases and the principles therein decided and the case of *U. P. v. Peniston*.

It is to be remembered that the government owned stock in the United States Bank; it owns no stock in the Union Pacific Railway Company; the latter is wholly and entirely a private corporation.

Said Mr. Justice Miller, in delivering the opinion of the supreme court in *United States v. U. P. R. R. Co.*, 98 U. S., 619: "*Railroad Company v. Peniston* (18 Wall., 5), shows that the company is not a mere creature of the United States, but that while it owes duties to the government, the performance of which may, in a proper case, be enforced, it is still a private corporation, the same as other railroad companies, and like them, subject to the laws of taxation and other laws of the states in which the road lies, so far as they do not destroy its usefulness as an instrument for government purposes."

For what governmental purposes is this railway an instrument? For the transmission of dispatches over its telegraph line, the transportation of troops and munitions of war, supplies and public stores.

for the government, whenever required by any department thereof, and that the government shall at all times have the preference in the use of the same (at fair and reasonable rates of compensation, not to exceed the amounts paid by private parties for the same kind of service). To accomplish these results and to perform these acts the company is required to keep the road and telegraph line in repair. Such are the provisions of the sixth section of the act of congress creating the corporation. Wherein, in the bill of complaint, is it alleged, that any of the acts which the State Board of Transportation threatens or intends to do, will prevent or interfere with the transmission of the dispatches of the government, or with the transportation of United States mails, troops, munitions of war or public stores or supplies, or prevent the government from having the preference provided by the aforesaid act? It is nowhere in the bill alleged nor is it pretended that the Board of Transportation will seek to regulate or control any of these matters. Had the Board threatened or proposed to do any act which would to any extent have impaired these rights of the government, they would have been stated in the bill, and the fact that they could not be alleged is the reason why they were not. The Board does propose to see that the complainant does not charge unjust or unreasonable rates for the transportation of persons or property within the state of Nebraska, at all times limiting its regulations to local tariffs. It also claims the right and jurisdiction as well as the power to compel the complainant to so keep and operate its line of road in this state as will be for the best interests of the people of the state, and for this purpose it has directed the complainant to make a sufficient waterway for the water from the Elkhorn river in times of inundations. It is impossible to maintain that this is an interference with the exercise of any power or right belonging to the general government. It is not proposed to make any right of the government subservient to the rights of the state or to the interests of the people thereof.

But it is alleged that if the state of Nebraska is permitted to control the rates upon domestic transportation, and require the complainant to alter the embankments upon its line, the result will be

that the company will be unable to pay its operating expenses and the interest upon its funded and other debts. The creditor, the government, is not asserting this claim or asking to be protected or that its securities shall be protected from the ravages of the state; this claim is made by the debtor. It might not be impertinent to inquire when this complainant became so solicitous for the rights of the government and its securities, or the payment of its interest to the government.

The government made its contract and bargained for its security. It had a first lien upon the road by the original act of incorporation, which would have made its loan secure in any event. For the purpose of securing the rapid completion of the road, it postponed its lien to another mortgage, that the means might be raised to complete the road.

It is not alleged in the bill that the complainant has failed to pay the interest upon its funded debt or any debt; it is not shown that the company owes any money which is now due and unpaid. It is simply alleged that if the state is permitted to make rates and control the road in the matter of this embankment, the company will be forced into bankruptcy. This is a mere conclusion, and not an allegation of fact from which a conclusion could be drawn.

Nothing which the bill alleges the Board of Transportation proposes to do will interfere with the transmission of dispatches or the transportation of mails, troops, munitions of war, supplies, or public stores for the government.

The rule relative to the limitation of state power when exercised upon Federal agencies is that; "The agencies of the Federal government are only exempted from state legislation so far as that legislation may interfere with or impair their efficiency in performing the functions by which they are designed to serve that government. Any other rule would convert a principle founded alone in the necessity of securing to the government of the United States the means of exercising its legitimate powers, into an unauthorized and unjustifiable invasion of the rights of the states. The salary of a Federal officer may not be taxed; he may be exempted from any personal service

which interferes with the discharge of his official duties, because these exemptions are essential to enable him to perform those duties. But he is subject to all the laws of the state which affect his family or social relations, or his property, and he is liable to punishment for crime, though that punishment be imprisonment or death."

National Bank vs. Commonwealth, 9 Wall., 362.

If a passenger upon the Union Pacific railway should be killed under circumstances which would render the company liable in an action for damages, would counsel for complainant concede that the recovery would not be limited to five thousand dollars, the limitation placed upon recovery in such case by the statute of the state? We think not.

The law of Nebraska requires that a bell of at least thirty pounds weight, or a steam whistle, shall be placed upon each locomotive, and the bell or whistle shall be sounded at least eighty rods from the place where the road crosses any other road or street, and kept ringing or whistling until such road or street is crossed. It also provides that when any railroad crosses over or under any road, railroad, stream, or water-course, it shall so construct its railroad as not to impede public travel. They are also required to fence their track. They must reduce their rate of speed in cities, and may not block a public street for a long period. Yet the complainant insists that none of these reasonable regulations apply to its road because it is a Federal agent and not subject to state control or state legislation. Yet the complainant insists that it is entitled to look to the state for protection of its property, and that the military forces of the state may be called out to protect its property in cases of riot, and this has been done in this state.

It cannot be maintained, either upon principle or authority, that this railway or corporation is a Federal agency, and therefore not subject to state control or state legislation, and yet that it is entitled to the same rights, privileges, and immunities as other railway corporations within the state.

So far as the state does not interfere with the performance of the duties relative to government service imposed upon the corporation

by the act of incorporation, the authority of the state over the railway within the state is supreme to the same extent that it is over the property and railways of other corporations; and this is the holding of the supreme court of the United States.

II.

The position that the charter of the company constitutes a contract between the United States and the complainant, or the Union Pacific Railroad Company, to the rights of which the complainant claims to have succeeded, is not tenable.

The contention of complainant's counsel is, that because the line of road between Elkhorn and Waterloo was built and accepted by the government before the village of Waterloo was established or settled, that the company has the right to maintain the embankment although it may cause a nuisance. That as the government accepted the road before the country was inhabited, there is no power now outside of congress to compel a change, although it may cause such a nuisance as to be detrimental not only to the health but also the lives of the people living in the village. If this is the law, then a person may establish a slaughter house in a sparsely settled portion of the country where it is not offensive; a city is built about it, and finally the house is in the center of a densely located population and a demand is made for the removal of the nuisance; the owner can then say, I came first, and there is no power to cause my removal.

An act of the general assembly of the state of Illinois, approved March, 1868, incorporated the Northwestern Fertilizing Company, with continued succession and existence for the period of fifty years. The fourth and fifth sections of the act were as follows:

"Sec. 4. Said corporation is hereby authorized and empowered to establish and maintain chemical and other works at the place designated herein, for the purpose of manufacturing and converting dead animals and other animal matter into an agricultural fertilizer, and other chemical products by mechanical and other processes."

"Sec. 5. Said chemical works shall be established in Cook county, Illinois, at any point south of the dividing line between townships 37 and 38. Said corporation may establish and maintain depots in

the city of Chicago, in said county, for the purpose of receiving and carrying off, from and out of said city, any and all offal, dead animals, and all other animal matter, which they may buy or own, or which may be delivered to them by the city authorities or other persons."

The company organized pursuant to charter with a capital stock of \$250,000, all of which was paid up and invested in the business. It purchased grounds and erected a receiving depot at a cost exceeding \$15,000. It was located south of the dividing line designated in the act, where the land was nearly uninhabited, and gave little promise of further improvement. At the time of the trial the establishment was within the incorporated limits of Hyde Park. The municipality passed an ordinance making it a penal offense for any person to transport any offal or other offensive or unwholesome matter through the village, or to maintain or carry on any offensive or unwholesome business within the limits of the municipality or within one mile thereof.

The company brought its bill to enjoin the enforcement of this ordinance, claiming that the charter was a contract, and that the ordinance impaired the same.

The supreme court held that nothing passed by the charter, to the company, but what was granted by express terms, or by necessary intendment, and that the charter, although, until revoked, a sufficient license, was not a contract guaranteeing that the company, notwithstanding that its business might become a nuisance by reason of the growth of population around the place originally selected for its works, should for fifty years be exempt from the exercise of the police power of the state.

Fertilizing Co. v. Hyde Park, 97 U. S., 659.

There is nothing in the charter of the Union Pacific Railroad Company which, either in express terms or by necessary intendment, reserves to the United States the exclusive jurisdiction over the company or emancipates it from state control. There is in the charter no contract between the general government and the corporation that it shall not be subject to the legislation of the state. True it is that when the road was built Nebraska had not been admitted into the

Union, but the act of congress under which Nebraska became a state contains no restriction or limitation upon the power that may be exercised by the state over the corporation. The contract between the government and corporation was that the corporation should build, equip, and operate the road and telegraph line, and that it should keep the road and telegraph line in repair, and should transmit dispatches and transport mails, troops, munitions of war, supplies, and public stores for the government, at the same price charged persons, and that the government should have the preference in time of service; that the government should grant certain subsidies. This was and is the contract, and the whole of it which it is necessary to consider in this discussion. The state does not propose to in any way interfere with or impair this contract, and so long as it does not propose to interfere with the reserved rights of the government, there can be no cause for complaint by the United States, which, as yet, has not complained, or by the corporation, whose property is subject to the state control. Whether the authority to control the corporation is designated as falling within the police power of the state, or whether it is reserved to the state because not granted the general government by the Federal constitution, is not material. It is sufficient to know that the authority exists. The state has the undoubted power to regulate all its internal commerce, and that is all the state seeks to do here.

A state is not sovereign without the power to regulate all its internal commerce as well as police. The legislature exercises and wields these sovereign powers as it deems the public good to require. It is a bold assertion, at this day, to say that there is anything in the Federal constitution conflicting with or setting bounds upon the legislative action of a state in regard to internal commerce, intimately connected with the public safety or public prosperity. It is true that the complainant has heretofore, by its officers, agents, and attorneys, frequently and uniformly denied the right of the state to legislate upon the subject of railroads so far as the Union Pacific was concerned, but the position by this corporation assumed in that regard has not heretofore received the sanction of the supreme court of the United States.

It is contended that because the 18th section of the act of congress of July 1, 1862, provides that whenever it appears that the net earnings of the entire road and telegraph line, after deducting all expenditures, including repairs and furnishing, running, and managing the road, shall exceed ten per cent upon its cost, exclusive of the five per centum to be paid to the United States, congress may reduce the rates thereon, if unreasonable in amount, and fix and establish rates by law, that this is a limitation upon the power to regulate rates, and reserves that matter entirely to the jurisdiction of congress; that congress may not regulate or fix rates until the income reaches the mentioned limit, and that the state may regulate not at all.

This is a question of importance and permanent concern to the state of Nebraska. The cost of the construction of the road is a matter of history, and if the allegations of the bill, that the regulation of rates and control of the road by the State Board of Transportation will bankrupt the company, are true, nothing but extortion of which history furnishes no parallel will enable the company to reach the limit at which Congress may reduce rates. The complainant will hardly concede that Congress may reduce its rates before this limit is reached, either directly or by amending the act of incorporation. Can it be that the Federal government has called into existence a private corporation, a common carrier, whose rates for the transportation of persons and property it cannot regulate because it has voluntarily deprived itself of this power, and that this act of deprivation also prohibits the state from regulating the rates? If it has accomplished these results, then this complaint is over and above the law; there is no power to prevent and punish extortion or unjust discrimination. The rates charged may be both reasonable and unjust, and there exists no corrective power; for the wrong there is no remedy.

The sovereignty of a state in the exercise of its legislation and power is not to be limited or impaired, unless it is clear that it has transcended its legitimate authority; nor ought any power to be adjudged in favor of the United States, unless it be clearly within its constitutional charter. Courts are not at liberty to add one jot of power to the national government beyond what the people have granted by the Constitution.

"The government of the United States is one of delegated powers alone. Its authority is defined and limited by the Constitution. All powers not granted to it by that instrument are reserved to the states or the people. No rights can be acquired under the Constitution or laws of the United States, except such as the government of the United States has authority to grant or secure. All that cannot be so granted or secured are left under the protection of the states."

U. S. v. Cruikshank, 92 U. S., 551.

It cannot be maintained that the limitation expressed in the act of incorporation upon the power of Congress to regulate rates upon this road, does, *per se*, confer an exclusive jurisdiction upon the Federal government on that subject. On the contrary, a reasonable interpretation and construction necessarily leads to the conclusion that this power as limited is not exclusive of a power to regulate existing in the state, and which has not been granted to the government by the national constitution, or by that instrument prohibited to the state.

National banks are incorporated under national laws, and the act of congress provides a penalty for usurious interest, but this does not enable this class of corporations to maintain that they are not subject to the state law regarding the taking of usurious interest.

There is here no conflict between the state and Federal authority; the state may regulate rates, and prevent extortion and unjust discrimination, because that power is not prohibited by the Federal constitution, but is reserved to the state. Congress may reduce the rates, if unreasonable, when the income of the road equals ten per cent of the cost, including repairs and running expenses. Each is supreme under these provisions, and the right of one in no way infringes upon or conflicts with the other.

As to the contention of the complainant that the ownership of the Omaha & Republican Valley Railway is in the complainant, it is sufficient to say that there is no power in the act of incorporation authorizing the complainant to purchase a railroad, and even if it had that power it could not by this means prevent the state from controlling the company.

It is a corporation organized under the state laws, to which it owes

its existence, and to which it is subject. It has been created, and it has been built since the adoption of the present state constitution. It came into existence voluntarily, and if it be true that its stock is now owned by the complainant, that would not subject it to Federal control, or exclude the jurisdiction of the state over it. The result of the argument on behalf of complainant is, that it may purchase the capital stock of all the railroads in Nebraska, and then they become subject only to the control of congress, and there is in the state no railroad which the state may regulate; no common carrier subject to its laws. A statement of this proposition is all that is necessary.

As to this road the complainant is subject to local regulation to the same extent that the road would have been had the ownership of the stock remained in the O. & R. V. Company.

Stone et al. v. Illinois Central R. Co., 116 U. S., 347.

SECOND.

The defendants object to the continuance of the injunction for the following reasons:

1. Because the court had no authority or jurisdiction to grant the injunction in the first instance, and has not now authority or jurisdiction to continue the same.
2. For want of equity in the bill.

I.

It appears from the bill of complaint that the defendants constituting the State Board of Transportation are executive officers of the state, they are sued not by name but by title. It is not claimed or pretended that they have any personal or individual interest in the subject-matter of this litigation. There is no attempt to obtain a decree which will in any manner affect or bind their rights or property as individuals. The real party in interest is the state of Nebraska, and not merely the parties named in the record.

Ex parte Ayers, Supreme Court Reporter, vol. 8, No. 6, page 164.

The state of Nebraska has enacted a law, the Act of 1887, referred to in the bill, the first section of which is as follows:

"SECTION 1. That the provisions of this act shall apply to any common carrier or carriers engaged in the transportation of passengers or property by railroad, under a common control, management, or arrangement for a continuous carriage or shipment from any point in the state of Nebraska, to any other point in said state. The term 'railroad,' as used in this act, shall include the road in use by any corporation operating a railroad, whether owned or operated under a contract, agreement, or lease, and the term 'transportation' shall include all instrumentalities of shipment or carriage. All charges made for any service rendered or to be rendered in the transportation of passengers or property as aforesaid, or in connection therewith, for receiving, delivery, storage, or handling of such property, shall be reasonable and just, and every unjust and unreasonable charge for such services is prohibited and declared to be unlawful."

Acts of 1887, page 541.

Other sections of the act require schedules of rates to be posted for the benefit of the public, and prohibits an advance in rates except upon certain conditions; requires the Board of Transportation to examine complaints; prohibits discriminations, etc.

This act was before the supreme court of the state for construction in the case of the State vs. Fremont, E. & M. V. R. R. Co., decided in November last, and reported in Vol. 35, N. W. Reporter, No. 1, page 18.

In the opinion the court say: "Here is an act which declares that all charges shall be just and reasonable, prohibits and declares unlawful all unjust and unreasonable charges; which requires schedules of such just and reasonable charges to be posted for the use of the public, and prohibits an advance in rates, except upon certain conditions; which prohibits any preference in favor of or against any person or place; which requires the Board to investigate all complaints against any railway corporation doing business within the state, and gives such Board power to call for persons and papers, in order that their investigations may be thorough, and the report thereon based on facts; and also makes their finding of facts *prima facie* evidence thereof, and requires said Board to investigate and prevent any unjust

discrimination against either any person, firm, corporation, or locality. These are broad powers. They are not to be restricted. Such powers were conferred for the express and declared purpose of fixing charges which shall be reasonable and just, and prohibiting unjust and unreasonable charges and unjust discrimination. The court has no authority to limit the Board in any respect in that regard. Such Board is to determine, in the first instance, at least, what are reasonable and just charges, what unreasonable and unjust, and when any person, firm, corporation, or locality is unjustly discriminated against.

"There can be no restriction of the word 'locality.' It may refer to a village, city, county, or portion of the state, the meaning in each case to be determined by the territory which the Board shall find to be discriminated against. And if there is discrimination against any person, firm, or corporation, it is the duty of the Board so to find, and to require the railway company to cease its discrimination. To do so, such Board has the authority to require such railway company to reduce its rates to a reasonable and just standard. The power to fix a reasonable and just rate is clearly conferred on the Board, as also the power to determine what rates are unjust and unreasonable. It is the duty of the Board to prevent unjust discrimination in all the forms mentioned in the statute, and to do so it may determine what is a proper charge to and from any points within the state, and its order in that regard, based on its finding of facts, will be *prima facie* evidence of the correctness of its order.

"In the case under consideration the Board found that the rates and charges of the respondent were excessive; in other words, that there was unjust discrimination against that part of the state, and having so found, the Board is clothed with ample power to require such railway company to reduce its rates and charges. The power of the Board, therefore, to establish and regulate rates and charges upon railways within the state of Nebraska, is full, ample, and complete."

The supreme court of the state has thus construed this act, and held that under it the Board of Transportation may determine what are just and reasonable rates. The power to determine this question was in the legislature, but it has conferred the power upon the Board, and

it is in the bill alleged that the Board is now in deliberation upon a schedule of rates. Suppose this power had not been conferred upon the Board, but the legislature of the state had been in session at the time the bill of complaint was filed, would this court, upon its being alleged that the legislature was in deliberation upon a schedule of rates for the railroads in this state, including the U. P. Railway, have granted an injunction restraining the legislature from enacting a law upon the subject? If a bill had been introduced, would this court have granted an injunction to restrain a committee to which the bill had been referred from reporting upon the bill or restraining the houses, or either of them, from voting thereon? Would it have restrained the governor of the state from approving the bill, had it passed? No question is raised here as to the authority of the legislature to empower the Board of Transportation to make and fix rates, and if such question should be raised it is sufficient to say that the court of last resort of the state has construed this statute and declared that such power was rightfully conferred, and that construction of the statute is binding upon this court. Even the arbitrary assumption of the greatness of creature over creator, which this complainant arrogates to itself, would not enable it to ask this court to enjoin the legislature in the exercise of its functions. If this court could not, by its writ of injunction, restrain the state from fixing a schedule of rates by legislative enactment, how can it prevent the officers of the state constituting the Board of Transportation, to which this power has been delegated, from making the rate?

That it cannot do this is clear, and because it cannot, it has no jurisdiction over the Board or the respondents.

II.

The complainant has not shown itself entitled to equitable relief.

The first section of the act of 1887 expressly limits its provisions to the act of carriage or shipment from any point in the state of Nebraska to any other point within said state.

It is in the bill alleged that it is the purpose of the Board of Transportation to reduce passenger tariff, both interstate and domestic, to a uniform mileage rate of two cents per mile. It is not to be presumed

that the Board will undertake to exceed its jurisdiction ; on the contrary, the presumption is, that it will confine itself within the limit of its authority as defined by the act which created it. But even if the Board should exceed its authority and make an order reducing or fixing interstate rates, such order would be void, and the complainant would not be injured thereby or be bound to obey it. It could well treat such an order as a nullity. For this reason, there is no ground for equitable relief in that regard.

There is no ground for the interposition of a court of equity for another reason. The state has the power to regulate rates upon this railroad within this state. The state does not attempt to regulate commerce at all ; it only seeks to regulate an instrument of commerce within the state. The Union Pacific railway is not commerce ; it is a means of carrying on commerce, an instrument used in commercial transactions. The state does not impose any tax or license fee upon the railroad for the privilege of doing business within its limits ; it simply says, while the corporation may do business without limit, its charges or compensation shall be reasonable, and the state shall determine what compensation is reasonable.

In speaking of the power of a state to tax ferries, the supreme court, in the case of Gloucester Ferry Co. vs. Pennsylvania, 114 U. S., 217, used this language :

“It is true that, from the earliest period in the history of the government, the states have authorized and regulated ferries, not only over waters entirely within their limits, but over waters separating them ; and it may be conceded that in many respects the states can more advantageously manage such interstate ferries than the general government ; and that the privilege of keeping a ferry, with a right to take toll for passengers and freight, is a franchise grantable by the state, to be exercised within such limits and under such regulations as may be required for the safety, comfort, and convenience of the public. Still the fact remains that such a ferry is a means, and a necessary means, of commercial intercourse between the states bordering on their dividing waters, and it must, therefore, be conducted without the imposition by states of taxes or burdens upon the commerce between them.

"Freedom from such impositions does not, of course, imply exemption from reasonable charges, as compensation for the carriage of persons, in the way of tolls or fares, or from ordinary taxation to which other property is subject, any more than like freedom of transportation on land implies such exemption. Reasonable charges for the use of property, either on water or land, are not an interference with the freedom of transportation between the states secured under the commercial power of congress."

We have already shown, as we think, that the U. P. railway is not a Federal agency; no act which the Board proposes to do impairs the contract contained in the charter; the state does not propose to regulate interstate rates; it therefore necessarily follows that the state has the right to limit the charges of the company within its own jurisdiction.

Railroad Commission Cases, 116 U. S., 307, 347, 353.

Railroad Company vs. Maryland, 21 Wall., 456.

C., B. & Q. R. Co., Iowa, 94 U. S., 155.

Peik vs. C. & N. R. Co., 94 U. S., 164.

W. & St. P. R. Co., 94 U. S., 180.

Ruggles vs. Illinois, 108 U. S., 526, 531.

If the complainant is wronged or aggrieved by any order of the Board, it has a complete remedy at law, and for this reason it cannot have the aid of a court of equity.

The 17th section of said act of 1887 is as follows:

"SECTION 17. That the board may conduct its proceedings in such a manner as will best conduce to the proper dispatch of business, and to the ends of justice. A majority of the board shall constitute a quorum for the transaction of business, but no member of said board shall participate in any hearing or proceeding in which he is pecuniarily interested. Any party may appear before said board, and be heard in person or by attorney. Every vote and official act of the board shall be entered of record, and its proceedings shall be public, upon the request of either party interested. Said board shall have an official seal, which shall be judicially noticed. Either of the members of the board or of the secretaries may administer oaths and

affirmations. The board shall have authority to employ and fix the compensation of a stenographer for the use of said board and its secretaries, whose salary shall not exceed one thousand and five hundred dollars (\$1,500) per year.

“Said board shall have the general supervision of all railroads operated by steam in the state, and shall inquire into any neglect of duty or violation of any of the laws of this state by railroad corporations doing business in this state, or by any officer, agent, or employe of any railroad corporation doing business in this state, and shall from time to time carefully examine and inspect the condition of each railroad in this state, and its equipments and manner of the conduct and management of the same, with reference to the public safety, interest, and convenience. It shall carefully investigate any complaint made in writing, and under oath, concerning any lack of facilities or accommodations furnished by any railroad corporation doing business in this state, for the comfort, convenience, and accommodation of individuals, and the public, or any unjust discrimination against either any person, firm, or corporation, or locality, either in rates, facilities furnished, or otherwise, and whenever, in the judgment of said board, any repairs are necessary upon any portion of the road, or upon any stations, depots, station houses, or warehouses, or upon any of the rolling stock of any railroad doing business in this state, or additions to, or any changes in its rolling stock, stations, depots, station houses, or warehouses are necessary in order to secure the safety, comfort, accommodation, and convenience of the public and individuals, or any change in the mode of conducting its business or operating its road is reasonable and expedient in order to promote the security and accommodation of the public, or in order to prevent unjust discriminations against either person or places, it shall make a finding of the facts, and an order requiring said railroad corporation to make such repairs, improvements, or additions to its rolling stock, road, stations, depots, or warehouses, or to make such changes either in the manner of conducting its business or in the manner of operating its road, as such board shall deem proper, reasonable, and expedient, and said finding shall be entered in a record kept for that purpose, and said board shall cause a copy of the same to be served on

the said railroad corporation by any sheriff or constable in this state, in the same manner as a summons is required to be served, and shall also transmit to the person, firm, or corporation interested, a copy of the same. Said railroad corporation shall, within ten days after being served with a copy of said finding and order, show cause, if any it has, why it should not comply with said order, by filing with said board an answer verified in the same manner as pleadings of fact in the district court are required to be verified. If no answer shall be filed, as aforesaid, then such finding and order shall be final and conclusive as against said railroad corporation. Upon the filing of any answer, as provided for in this section, the said board shall set a day, not exceeding thirty days from the date of the filing of such answer, for the hearing of the matter, and shall notify said railroad company, or any other person or persons, or corporations interested, of the time so fixed and the place of hearing the same, and shall carefully and fully investigate the matter, and for that purpose may subpoena witnesses and compel their attendance, and the production of any books or papers in the same manner as the courts of law of this state may do. After a full investigation of the matter, said board shall again make a finding of the facts, and make such an order as it may deem just in the premises. If said railroad shall refuse or neglect to comply with such order, the board shall order the attorney general or the county attorney of the proper county to institute a suit to compel such railroad company to comply with such order, and it shall be the duty of the attorney general or the county attorney of the proper county, at the request of the board, or any person interested in any such order or finding, to apply to the supreme court, or to the district court of any county through or into which its line of road may run, in the name of the state and on the relation of said board, for a writ of mandamus to compel such railroad company to comply with such order, and upon the hearing of any such cause, such finding and order shall be as against such railroad company *prima facie* evidence of the reasonableness of such order and of the necessity of such repairs, changes, additions, or improvements, or other matters in such order required to be done or omitted."

From this section it clearly appears that if the Board shall tran-

scend its legitimate powers or acts without jurisdiction, the complainant may, when an attempt is made to enforce the order in the manner provided by this section, set up the want of jurisdiction to make the order as a defense, and if the court shall determine that the order was without authority, the defense interposed at this time is complete. The statute under which the Board acts furnishes a legal remedy, and for this reason a court of equity will not interfere by injunction.

High on Injunctions, p. 21, Sec. 31, and cases cited in note. 40 Ill., 170.

The principal creditor of the complainant, the United States, makes no claim here that its security is in danger of being impaired.

The railway company does assert that if the Board of Transportation is permitted to proceed, it will be unable to pay the interest upon its funded and other debts. Its solicitude for the rights of the government is somewhat remarkable; had it evinced it earlier in its history, the "Thurman Act" mentioned in the bill might not have been necessary. The defendants disclaim all power and authority to regulate the rates between the states; they disclaim any intention of attempting to regulate the same. But acting for the state, whose servants they are, they do insist upon the authority and jurisdiction not only to require the chance in the embankment mentioned, but also to fix and regulate rates within the state of Nebraska, and to determine what are just and reasonable rates. To do this is an attribute of sovereignty which is not prohibited or reserved by the Federal constitution, and which has never been surrendered by the state. The court had not jurisdiction to grant the injunction in the first instance; it ought not to continue it, but on the contrary the injunction should be dissolved.

CHAS. O. WHEDON,
Solicitor for Respondents.

We herewith submit the report of Secretary Mason, and of Secretaries Mason, Munger, and Ager, to the Board of Transportation, upon the matter of the strike of the locomotive engineers and firemen, which occurred on the Burlington and Missouri River Railroad in Nebraska, in February last:

REPORT
TO THE
BOARD OF TRANSPORTATION

UPON THE
**MATTER OF THE STRIKE OF THE BROTHERHOODS OF LOCOMOTIVE ENGINEERS
AND FIREMEN OF THE BURLINGTON & MISSOURI RIVER
RAILROAD IN NEBRASKA.**

By O. P. MASON, SECRETARY.

REPORT.

To the Board of Transportation:

It seems strange that in a free country such as ours, so much confusion should exist in respect to the rights of employes to strike, and leave the work of their employers, and to attempt to coerce their action in respect to employing others in their places. In this country it is lawful, and it may be added, commendable, for any body of men to associate themselves together for the purpose of bettering their condition in any respect, financially or socially. The genius of our free institutions invites them to higher levels and better fortunes, and they may dictate their own wages, choose their own employers, and serve God or mammon according to the dictates of their own consciences; but while the law accords this liberty to one and all of them, it accords a like liberty to every other one, and all are bound to so use and enjoy their liberties as not to interfere with those of their neighbors.

All legislation, in England and America, has been progressively in the direction of according to laborers the enjoyment of equal rights with others. The early English statutes, beginning with the middle of the fourteenth century, are to be read in the light of the civilization of that day, and their provisions, to us of the nineteenth century, harsh, illiberal, and tyrannical, were but the reflex of the prevailing opinions and class distinctions that shaped and guided the social and political polity of those days. From time to time, however, down to 1888, this legislation has been liberalized and christianized, and to-day in England, as here, workmen stand upon the same broad level of equality before the law with all other avocations, professions, or classes whatsoever, respecting the disposition of their labor, and the advancement of their associated interests.

At the present time, that evils exist in the relations of capital to labor, and that workmen have grievances that oftentimes call for relief, are facts that observing men cannot deny. With such ques-

tions, the state and nation has to do at the present time, but the courts, as such, have no function to discharge further than to say that the remedy cannot be found in the boycott or the strike.

In England, as here, it is unlawful for employers wrongfully to coerce, intimidate, or hinder the free choice of workmen in the disposal of their time and talents. There, as here, it is unlawful for workmen to wrongfully coerce, intimidate, or hinder employers in the selection of such workmen as they choose to employ. There, as here, no employer can say to a workman he must not work for another employer, nor can a workman say to an employer he cannot employ the services of another workman.

By the law of the land, the Brotherhood of Locomotive Engineers has the most unqualified right to work for whom they please, and at such prices as they may please. By the law of the land, the Burlington & Missouri River Railroad in Nebraska has the same right, being responsible to the public for the employment of competent men in their respective callings. By the same law, the Burlington & Missouri River Railroad in Nebraska has the right to employ Brotherhood engineers on such terms as may be mutually agreed upon, without let, hindrance, or dictation from any man or body of men whatever. They have the same right to employ other engineers to conduct their business, being responsible in each case to the public for the competency and efficiency of the men so employed by them in their respective vocations.

Suppose the farmers of Nebraska should combine and declare that no farmer should employ an Irishman or a German to assist him in his labors, unless he was a member of their association, under the penalty of being dubbed a "scab," and having his name paraded in the public press as unworthy of recognition among his brother farmers, and himself brought into hatred, envy, and contempt, would it be called an innocent intermeddling with the rights of a prescribed class under the law? The proposition has only to be stated to disclose its utter inconsistency with every principle of justice which permeates the law under which we live.

If such conspiracies are to be tolerated as innocent, then every

farmer in Nebraska, now resting in the confidence that he may employ such assistance in carrying on his farm as he thinks he can afford to hire, is exposed to the operation of some secret code of law, in the framing of which he had no voice, and upon the terms of which he has no veto; and every manufacturer is handicapped by a system that portends certain destruction to his industry. If our agricultural and manufacturing industries are sleeping upon the fires of a volcano, liable to eruption at any moment, it is high time our people knew it. But happily such is not the law among English speaking people, and never has been the law.

The reports of England and America are full of illustrations of the doctrine that a combination of two or more persons to effect an illegal purpose, either by legal or illegal means, whether such purpose be illegal at common or statute law; or to effect a legal purpose by illegal means, whether such means be illegal at common law or by statute, is a common law conspiracy. Such combinations are equally illegal, whether they promote objects or adopt means that are *per se* indictable, or promote objects or adopt means that are *per se* oppressive, immoral, or wrongful to the rights of others. If they seek to restrain trade or tend to the destruction of the material prosperity of the country, they work injury to the whole public, and such, doubtless, was the practical result of the strike of the Brotherhood engineers.

These principles are the clear deductions of cases decided, and breathe a spirit of equality and justice that must commend itself to every intelligent man. *Vide* 59 Vermont, 273.

The Vermont court say, "The principle upon which the cases, American and English, proceed, is, that every man has a right to employ his own talents, industry, and capital as he pleases, free from the dictation of others; and if two or more persons combine to coerce his choice in this behalf, it is a criminal conspiracy. The labor and skill of a workman, be it of high or low degree, the plant of the manufacturer, the equipment of the farm, and the investments of commerce, are all, in an equal sense property. If a man, by overt acts of violence, destroy either, he is guilty of a crime. The anath-

emas of a secret organization of men combined for the purpose of controlling the industries of others by a species of intimidation that works upon the mind rather than the body are quite as dangerous, and generally more effective, than acts of violence. And while such conspiracies may give to the individual directly affected by them a private right of action for damages, they at the same time lay a basis for an indictment on the ground that the state itself is directly concerned in the protection of all legitimate industries, and the development of all its resources, and owes a duty to the protection of its citizens in the exercise of their callings. The good order, peace, and general prosperity of the state are directly involved in the question."

We may add another observation of the court. "And the exposure of the legitimate business to the control of an association that can order away its employes, and frighten away others that it may seek to employ, and thus be compelled to cease the further prosecution of its work, is a condition of things utterly at war with every principle of justice and with every safeguard of protection that citizens under our form of government are entitled to enjoy. The practical tendency of such intimidation is to establish over labor, and over all industries, a control that is unknown to the law, and that is exerted by a secret association of conspirators, that is guided solely by personal considerations, and whose plans, carried into execution, usually result in violence and the destruction of property."

Equally strong and vigorous is the language of Judge Carpenter, in *State vs. Glidden*, reported in 8th Atlantic Reporter, 890. "It seems strange," he says, "that in this day and in this free country, in which the law interferes so little with the liberty of the individual, that it should be necessary to announce from the bench that every man may carry on his own business as he pleases, and may do what he will with his own so long as he does nothing unlawful, and acts with due regard to the rights of others; and that the occasion of such an announcement should be, not an attempt by the government to interfere with the rights of the citizen, nor by the rich and powerful to oppress the poor, but an attempt by a large body of workingmen to control by means little, if any, better than violence the action of their employers."

"In this case," the court say, "the defendants and their associates said to the Carrington Publishing Company, 'you shall discharge the men you now have in your employ, and you shall hereafter employ only such men as we shall name. It is true we have no interest in your business—we have no capital invested therein—we are in no wise responsible for its losses and failures, and we are not directly benefited by its success, and we do not participate in its profits, yet we have a right to control its management and compel you to submit to our dictation.' The bare assertion of such a right is startling. The two alleged rights cannot possibly co-exist. One or the other must yield. If the defendants have the right which they claim, then all business interests are alike subject to their dictation. No one is safe in engaging in business, for no one knows whether his business affairs are to be directed by intelligence or ignorance—whether law and justice will protect the business, or brute force, regardless of law, will control it; for it must be remembered the exercise of this power, if conceded, will be by no means confined to the mode of employing help. Upon the same principles, and for the same reasons, the right to determine what business others shall engage in, when and where it shall be carried on, etc., will be demanded and must be conceded. The principle, if it once obtains a foothold, is aggressive and is not easily checked. It thrives on what it feeds, and is insatiate in its demands. More requires more. If a large body of irresponsible men demand and receive power outside of the law, and over and above the law, it is not to be expected that they will be satisfied with a moderate and reasonable use of it. The exercise of irresponsible power by men, like a taste of human blood by tigers, creates an unappeasable appetite for more. The business men have a general understanding of their rights under the law, and have some degree of confidence that the government, through its courts, will be able to protect their rights. This confidence is the corner-stone of all business; but if their rights are such only as a secret and irresponsible organization is willing to concede to them, and will receive only such protection as such an organization is willing to give, where is that confidence which is essential to the prosperity of the country?"

Space alone forbids from further quotations from this strong opinion, and I must now content myself with referring to the reported decisions. It and the preceding cases cited are the two leading cases in this country upon criminal conspiracy where the boycott and strike have been used, and the able author, after a thorough examination of the subject, concludes as follows: "Workingmen may combine lawfully for their own protection and common benefit; for the advancement of their own interests and for the development of skill in their trade, or to prevent overcrowding, or for the encouragement of those belonging to their trade or to any other calling, or for the purpose of raising their wages or securing a benefit which they can by law, but the moment, however, that they proceed by threats, intimidation, violence, obstruction, or molestation to secure their ends; or where their object is to impoverish other persons or extort money from their employers, or to ruin their business, or to encourage strikes or the breaches of contracts among others, or to restrict others, or for the purpose of compelling employers to conform to their views, or to attempt to enforce rules upon those not members of their association, they render themselves liable to indictment." 30th Federal Reporter, 48.

"The science of law, like every other science, is steadily receiving new terms indicative of additions and alterations, and these are often originated and developed by unexpected circumstances, and it is a mooted question whether conspiracy is of common law origin or of statutory enactment and creation."

Wright, in his monograph on criminal conspiracies, thinks it had its origin in the Statute of 33d Edward I. In an early American case, that of the State against Buchanan, 5th Harris & Johnson (Maryland), 17, decided in 1821, the judge, in an able opinion, arrives at the conclusion that it is of common law origin, and a similar view was also taken by Judge Johnson in *State vs. Edway*, 2d Hugh (S. C.), 282. In 1831, Chief Justice ———, in delivering an opinion in the House of Lords, said that it was first made an offence under the common law, and that it was first created by the statute of 33d Edward I. But be this as it may, there is no evidence of any

convictions previous to the enactment of the statute, and for nine centuries after that the recorded cases are indeed very few. As given by Wright, from 1350 to 1800 there were but sixty-seven cases, and from 1800 to 1872, he reports the trial of 137 cases in the English courts. The American courts are more prolific, and have furnished at least 250 cases in this century upon the general subject.

Wright thinks, on a review of all the decisions, there is a great preponderance in favor of the proposition that as a rule combination is not criminal unless it be for acts or omissions which are unlawful, or as a means to an end which would be criminal.

This theory of Wright's does not seem to be the prevailing one. The definition most commonly found in American cases is that given by Chief Justice Shaw in the Hunt case, 4th Metcalf (Mass.), 111, decided in 1842. He says, "Without attempting to review or reconcile all of the cases, we are of the opinion, that, as a general description, though perhaps not a precise and general definition, a conspiracy must be a combination of two or more persons, by concerted action, to accomplish some purpose not in itself criminal or unlawful, by criminal or unlawful means. We use the terms criminal and unlawful because it is manifest that many acts are unlawful which are not punishable by indictment or other public prosecution, and yet we think there is no doubt that a combination by numbers to do them would be an unlawful conspiracy, and punishable by indictment." "Yet it is clear that it is not every combination to do unlawful acts to the prejudice of another by concerted action, which is punishable as a conspiracy."

Parsons says that this definition has been very generally adopted.

In an early New Jersey decision, and in the later decisions of Massachusetts, Vermont, New York, Michigan, Kentucky, and Iowa, it has been held that a conspiracy, to become the subject of an indictment, must be a conspiracy to accomplish either an unlawful or criminal purpose by legal means, or a purpose not unlawful by criminal or unlawful means. *State vs. Rickey*, 4th Halstead (N. J.), 292. *Commonwealth vs. Werd*, 7 Cush. (Mass.), 473. *Commonwealth vs. Dobbs*, 2 Mass., 566. *Commonwealth vs. Judd*, 2 Mass., 329.

Commonwealth vs. Eastman, 1 Cush. (Mass.), 189. Commonwealth vs. Shedd, 7 Cush. (Mass.), 514. Commonwealth vs. Wallace, 16 Gray (Mass.), 222. Alderman vs. People, 4 Michigan, 414. People vs. Clark, 10 Michigan, 310. State vs. Stevenson, 30 Iowa, 392. State v. Keash, 40 Vermont, 113. State vs. Hewett, 31 Maine, 396. State vs. Early, 12 Conn., 101. Lambet vs. People, 9 Cowan (N. Y.), 579.

In a later New Jersey decision, and in those of Illinois, Pennsylvania, South Carolina, Maryland, and New Hampshire, it has been held that conspiracies are indictable where neither the object nor the means are criminal, but where mischief to the public is involved. State v. Buchanan, 5th Harris & J. (Maryland), 317. State v. Burnham, 15th N. H., 396. State v. Parker, 43d N. H., 83. State v. Glidden, 3d Zab. (N. J.), 33. State v. Coe, 10th Broome, 327. Smith v. People, 25th Ill., 17. Anderson v. Commonwealth, 5th Rand. (Va.), 627. State v. Cardoza, 11 S. C., 195.

The courts of New Jersey, North Carolina, Texas, and New Hampshire have held that conspiracies are indictable where neither the objects nor means are criminal, but where injury results to individuals. Commonwealth v. Carlisle, 2 Brightley's Reports, 36; State v. Donnels, 3d Broome (Va.), 151. State v. Young, 1st Dev. (N. C.), 357. State v. Earwood, 75 N. S., 210. Lowrey v. State, 30th Texas, 402. Coal Company v. Coal Company, 68 Penn. St., 173. Twitchell v. Commonwealth, 9th Penn. St., 211. State v. Storr, 42d N. H., 392.

These later definitions relating to the indictability of conspirators, contain the general rule adopted in the objection to all strikes and boycotts, and the fact of conspiring is the gist of the offense. The crime is not the effect of the conspiracy, but in the conspiracy itself. People v. Fisher, 14 Wendell (N. Y.), 9. See the Anarchist case, 12th Northeastern Reporter, 867.

The crime is effected the moment the agreement is complete, though nothing be done in pursuance of the conspiracy. Hazen v. Commonwealth, 11 Harris (Pa.), 362.

In order to render the crime complete, there is no occasion that

any act should be done, or that anything should be developed in pursuance or in consequence of the unlawful agreement. *Heams v. Commonwealth*, 11 Norris (Pa.), 148. *Alderman v. People*, 4th Mich., 414. *State v. Burnham*, 15th N. H., 396. *Isaacs v. State*, 48 Miss., 234. *People v. Greigher*, 49th Cal., 643. *State v. Staring*, 34th Iowa, 443.

CIVIL LIABILITY AT LAW.

As a general rule in all instances where an indictment will lie, an action for damages can be sustained. The principle of the decisions, heretofore referred to will be found applicable in a large degree in such actions. In the case of the *Old Dominion Steamship Co.* against *McKenna*, 30th Federal Reporter, 48, United States circuit court southern district of New York, is one of the most recent decisions on the subject. Here it was held that an interference with the lawful business of an employer whose workmen are engaged upon just and satisfactory wages, by procuring them to quit work in a body, from procurement of persons not in the employ of the same employers, for the purpose of injuring his business, until he shall accede to demands which he is under no obligation to grant, is actionable. So in obtaining or attempting to enforce a strike or boycott for the purpose of coercing a compliance with such demands. Brown, justice, said: "I have carefully considered the elaborate argument of counsel, and examined the numerous authorities cited. For lack of time, I can only state my conclusions."

The plaintiff was engaged in the legal calling of a common carrier, owning vessels, lighters, and other craft used in its business, and in the employment of which numerous workmen were necessary, and who, as the complaint alleges, were employed upon terms as to wages which were just and satisfactory. The defendants, not being in the employ of the plaintiff, without any legal justification, so far as it appears—a mere dispute about wages, the merits of which are not stated; not being any legal justification—procured plaintiff's workmen in this city and in southern ports to quit work in a body, for the purpose of inflicting injury and damage upon the plaintiff until it

should accede to the defendant's demands and pay the southern negroes the same wages as the longshore-men, which the plaintiff was under no obligation to grant; and such procurement of workmen to quit work, being designed to inflict injury upon the plaintiff, and not being justified, constitutes, under the law, a malicious and illegal interference with the plaintiff's business, which is actionable.

After the plaintiff's workmen, through the defendant's procurement, had quit work, the defendants, for the further unlawful purpose of compelling the plaintiff to pay such rate of wages as they might demand, declared a boycott of the plaintiff's business, and attempted to prevent the plaintiff from carrying on any business as a common carrier, and from using or employing its vessels, lighters, etc., in that business, and endeavored to stop all dealings of other persons with the plaintiff by sending threatening notices and messages to its various customers and patrons, and to the agents of various steamship lines and to the wharfingers and warehousemen usually dealing with the plaintiff, designed to intimidate them from having any dealings with it, and through threats of loss and expense in case they dealt with the plaintiff, by receiving, storing, and transmitting its goods, or otherwise; and various persons were deterred from dealing with the plaintiff in consequence of such intimidations, and refused to perform existing contracts and withheld their former customary business, greatly to the plaintiff's damage.

These acts last mentioned were not only illegal, and render them liable in damages, but were also misdemeanors at common law.

Associations have no more right to inflict injury upon others than individuals have, and all associations or combinations designed to coerce workmen to become members of, or to interfere with, obstruct, vex, or annoy them in working or obtaining work because they are not members, or to induce them to become members; or to prevent employers from making a just discrimination in the rate of wages paid to the skillful and the unskillful, to the diligent and to the lazy, to the efficient and to the inefficient; and all associations designed to interfere with the perfect freedom of employers in the proper management and control of their lawful business, or to dictate in any

particular the terms upon which their business shall be conducted—by means of threats of injury or loss, by interference with their property or traffic, or with their lawful employment of other persons, or designed to abridge any of these rights—are *pro tanto* illegal combinations or associations, and all acts done in furtherance of such intentions, by such means, and accompanied by damage, are actionable. See *People vs. Fisher*, 14th Wendell (N. Y.), 9. *Tarleton et al. vs. McGawley*, 1 Peake's Reports, 270. *Raphael vs. Everett*, 2 W. Blackstone, 1055. *Lumley vs. Gye*, 2 E. L. & B., 206. *Brown vs. Hill*. *Crocker vs. Buck & Co.*, M. & G., 205. *Gasher vs. Astor*, 4 T. B. Monroe, 12. 107 Mass., 555. *Carew vs. Rutherford*, 106 Mass., 1. *State vs. Dona*, 32 N. J. L., 1511. *Johnson vs. Mienhart*, 61 How. Prac., 168. 16 Wallace, 16-116. 70 N. C., 601. S. C., 16 Am. Rep., 780.

In *Town vs. R. R. Co.*, 18 Tenn., 531, it was held that defendants, by means of threats and intimidation, had driven away the plaintiff's customers, thus destroying his trade, and they had injured him by an unlawful act, and were liable to him in damages, whether they did it wickedly or maliciously, or not, for it is unlawful to intimidate or threaten one's customers, and a loss of trade is the natural and approximate result of such acts.

In *Mapstrick vs. Ramge*, 9th Nebraska, 390, where eighteen defendants, journeymen tailors, working by the piece, by conspiracy, stopped working simultaneously, and returned their work to the plaintiff unfinished and in an unfinished condition, it was held that an action for damages would lie.

Upon this point see further: *Jones vs. Baker*, 7 Cow. (N. Y.), 455. *Heywood vs. Tillson*, 75 Maine, 225. *Jones vs. Gater*, 48 Georgia, 331. *Bixby vs. Dunlap*, 56 N. H., 475. *Baughman vs. Richmond*, in Richmond, Virginia, Circuit Court, 1877. *Corey vs. McGarigle*, 34 N. W. Rep., 522. *People vs. Parker*, 34 N. W. Rep., 720. 22 Cent. Law Jour., 23.

Time and space forbids a discussion of the civil liability on the equity side of the court. So far we have expressed no opinion of our own but simply quoted from the decisions of the courts of last resort

of established reputation and integrity. Tried by the standard established by these decisions, the evidence taken in the matter of the strike of the Brotherhood of Engineers, and the conduct of many of them since the strike, it is obnoxious to the principles of law here laid down.

From the foregoing citations of adjudicated cases, the crime of conspiracy has been known and recognized by the English common law from time immemorial. *Reg. vs. Parnell*, 14th Co. & Cr. Cases, 508 and 516. Its limits are boundless and may be made to cover almost every conceivable agreement to do an unlawful or wrongful act, or a lawful act by unlawful means.

Chief Justice Caton, in *Smith vs. People*, 25th Ill., 17, which was an action for conspiracy to seduce a maiden, stated the rule, and the general spirit of the American law, as follows: "Conspiracies to accomplish purposes which are not by law punishable as crimes, but which are unlawful as violations of the rights of individuals, have in numerous instances been sustained as common law offences. The law does not punish criminally every unlawful act, although it may be a grievous offense to society, and in determining what sort of conspiracies may or may not be entered into without committing an offense punishable by the law, regard must be had to the influence which the act, if done, would actually have upon society, without confining the inquiry to the question whether the act might itself subject the offender to criminal punishment."

The question whether in this state it is a crime for employes to conspire to raise their wages and otherwise better their condition has never come before our supreme court, although the same question has come before the courts of other states in a number of *nisi prius* cases, and in a few cases before the state courts of last resort, and has been finally settled in many of the states by statute.

The earliest case, *Commonwealth vs. Pallas* (or the trial of the Journeyman Boot and Shoe Makers of Philadelphia, tried in January Sessions of the Mayor's Court of Philadelphia, 1806, reported by Y. Lloyd. See also Carson on Conspiracy, 145.). In this case the defendants were found guilty of a conspiracy to raise their wages,

and this case was followed by that of the twenty-four journeyman tailors, with the same result.

Of the *nisi prius* cases, the most thoroughly considered is that of Commonwealth vs. Carlisle, 2d Brightly, 86, tried before Judge Gibson, of Pennsylvania. In that case, the defendants were master shoemakers, and they had agreed not to employ journeymen who would not work under certain wages. They were arrested and a writ of *habeas corpus* was sued out before Judge Gibson to discharge them, on the ground that a combination to regulate wages was no offense in Pennsylvania. Judge Gibson, in the opinion rendered in that case, said, "A combination is criminal whenever the act to be done has a necessary tendency to prejudice the public, or to oppress individuals by unjustly subjecting them to the power of the confederates and giving effect to the purposes of the latter, whether of extortion or mischief." The defendants were remanded.

In the Commonwealth vs. Currin, one of the defendants, an incompetent man, was discharged from a colliery, whereupon the employees struck and did not return to work until he was reinstated, a period of three weeks or more.

In the course of Judge Byron's charge to the jury he stated, "that while a laborer had the right to work when, where, for whom, and for such time as he may choose, still he has no right to dictate whom the employer shall hire. If none but persons indicated can be employed, the employers are deprived of the right of ordinary competition, which not only tends to oppress individuals, but also to prejudice the public, and hence is criminal." The defendants were found guilty of a conspiracy, and a new trial was denied. 68 Penn. St., 178. 15 Phil., 856.

In 1872 and 1876 statutes were passed in Pennsylvania abrogating this scope of the common law in that state.

But enough has been shown to clearly establish the fact that the strike of the Brotherhood engineers on the 27th day of February last, and their attempt to dictate who the railroad company should employ, was clearly illegal. The evidence of one of the striking Brotherhood engineers at McCook, shows that he went upon the engine

of the Burlington & Missouri River Railroad in Nebraska, which was being operated by an engineer hired to take the place of a striking engineer, and offered the engineer in charge of the engine one hundred dollars to quit work, and when he declined so to do, threw him off the engine. That this was one of the methods adopted by the striking engineers, and he was acting for and in behalf of the striking engineers, and the association known as the "Brotherhood of Locomotive Engineers" furnished the money with which to induce the workmen who took the places of the striking Brotherhood to quit the employ of the company. If this be so, then a criminal conspiracy existed on the part of the Brotherhood engineers, and they rendered themselves liable for conspiracy, and liable for the damages occasioned thereby. It would seem that there was culpable neglect of duty at McCook on the part of the civil authorities in protecting the property of the Burlington & Missouri River Railroad in Nebraska, and preventing interference by the strikers with the men hired to take their places. This was more apparent at McCook than at Red Cloud or Wymore, although at each of these points the Brotherhood engineers and strikers carried matters to extremes, and overstepped the bounds of propriety.

In reply to the question, "Has the Burlington & Missouri River Railroad in Nebraska employed incompetent engineers to run its trains since the strike of February 27, 1888?" This question must be answered in the affirmative. The strike of that date was along the whole line of the B. & M. system in Nebraska, including 2,000 miles of railway, and without notice to the company or its officers. In a single day all the Brotherhood engineers and firemen left its employ and stopped the wheels of commerce, freight and passenger traffic. The railroad must either accede to the demands of the strikers or suspend business, or make the best efforts to operate its freight and passenger trains, by employing such men and help as it could get. Its officials chose the latter course, and in the exigency created by the strike, in many instances, employed men of little practical knowledge or experience to operate its locomotives, or in the management and control of trains. These men were superseded by com-

petent men at the earliest moment possible, and at the present time, May 15, it is believed the operating force on the Burlington & Missouri River Railroad in Nebraska are as competent and capable as the force which struck on the 27th of February last.

A strike of large numbers of workmen who occupy a *quasi* public position in respect to their employment, who in fact serve the public while receiving their wages from a railway corporation is, to the public, a calamity. The public at large suffer most, and the damage and injury to the people at large is not to be measured by the damage to the railroad corporation or the striking workmen.

Stopping the wheels of commerce suddenly and without notice on a great line of railway means great damage to the public at large, and may mean death and starvation to those who are dependent upon the movement of the railway trains for their fuel in mid-winter, or their daily food, and the idea that such a power is to be placed in the hands of a combination of engineers and firemen of a railroad is not to be tolerated in a free government, where each, in a measure, is dependent on the other performing his social duties to society.

The injury to the public, resulting from such conduct, cannot be estimated, and it is respectfully submitted that the power to dictate a strike, or inaugurate a strike, by the committee of control, or the central head of these labor organizations, is an unmitigated evil to the individual members of the organization, by depriving them, and those dependent upon them, of the means of support, and, in many instances, compelling individual members to quit their jobs, through fear, when their judgment and interests forbid them to do so.

The committee of control, or central head, exercises and wields the power of a tyrant with a despotic energy which not only stops the wheels of commerce and paralyzes the business of the country, but carries destitution and want to the homes of the members of the organization which it claims to protect. Any arrangement, agreement, or organization which surrenders individual liberty of action, and the free exercise of individual judgment to one or many, is a dangerous device for free men to subscribe to, who are seeking to better their condition financially and socially, and the genius of free government is opposed to such a policy.

By the submission to such a power, the laborer and employe in advance submits to a species of slave power exercised by the committee of control, or central head, and puts fetters of iron upon his ankles and manacles of iron upon his wrists which binds him to the pace of the slowest, and removes afar off the day when he shall be an employer and not an employe.

This power of the committee of control, or central head, to direct a strike among laborers of any class is wrong and dangerous. Every laborer should retain and hold more sacred than life itself his individual liberty of action. By so doing, he retains in his own hands the ability and power to reach higher levels and better fortunes, and to dictate and control his own wages. It is a wrong—a self-inflicted wrong—which the laborer imposes upon himself, when he submits to a power other than his own judgment, to say when he shall work, and when he shall remain idle.

If a laborer loses a day's work, it is gone forever, never to return. Not so with capital; the man who has and holds the accumulated wealth, may lay his dollar or dollars on the shelf or in the bank vault, and go there at any future day and find it again, but a day's labor lost, is forever lost, and the loss is absolute.

Capital, in the establishment of great trusts or combinations by which each individual industry of a particular kind is brought under control of the central head, has set an example dangerous to free government and individual liberty, by the submission of each particular industry of that kind to the control of the central head, and it cannot too soon recede from this position and abandon its wrongful effort to control prices in this manner.

Another great wrong and evil has been brought to the attention of the Board—not by evidence in this particular case—but in cases which have come to their knowledge.

The habit or practice of great railroad corporations of blacklisting employes who had offended the managers, and of notifying other railroad companies, and these companies placing the names of such employes on the "black list," and refusing them employment. This is a conspiracy, and is condemned by the law, and in many of the

cases cited in this report, and deserves the severest condemnation, and **legislation** making such conduct a penal offense must receive the **sanction** of all right-minded men.

O. P. MASON,
Sec'y State Board of Transportation.

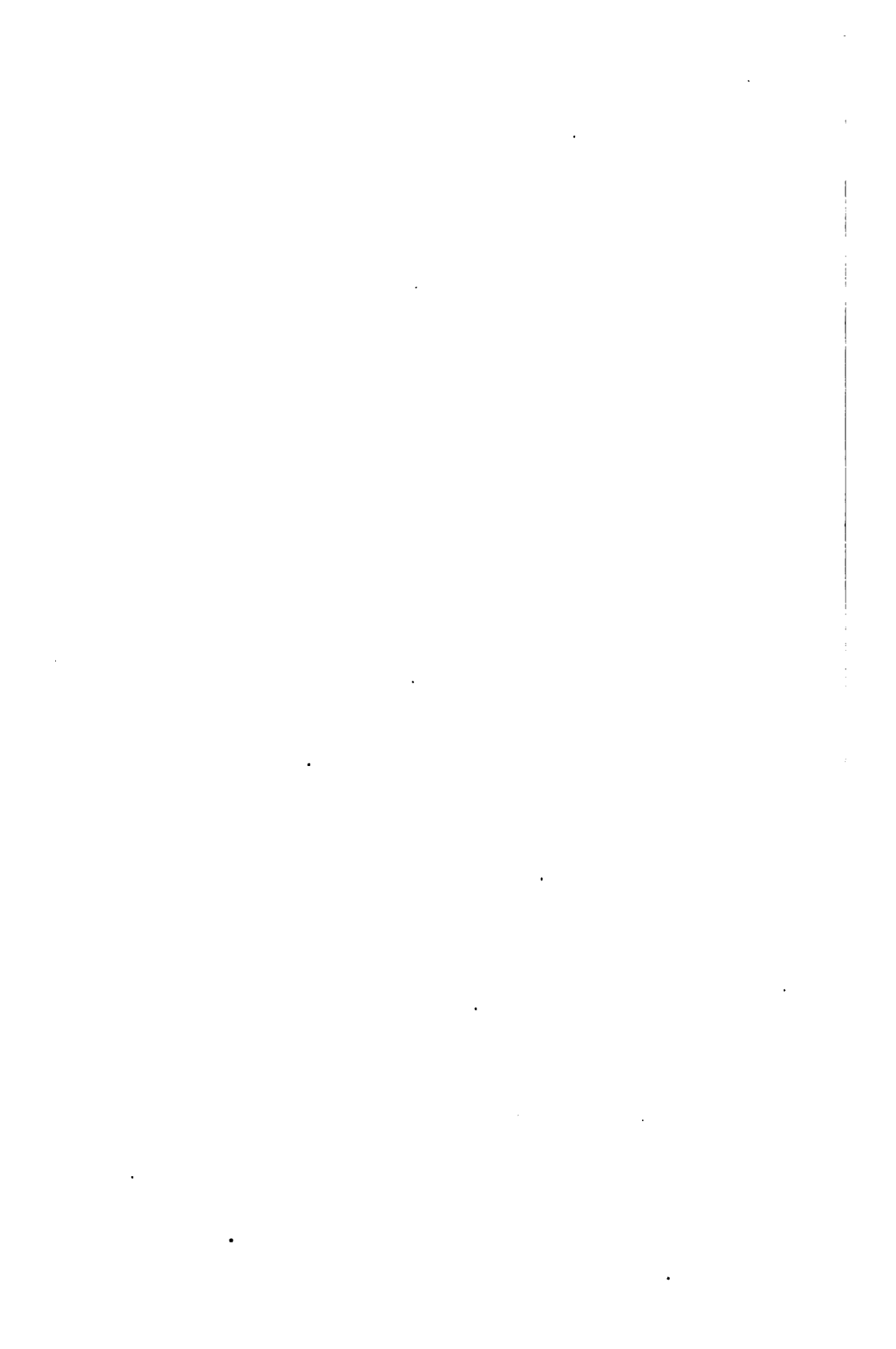
REPORT OF THE SECRETARIES

TO THE

BOARD OF TRANSPORTATION

UPON THE

MATTER OF THE STRIKE OF THE LOCOMOTIVE ENGINEERS AND FIREMEN
ON THE BURLINGTON & MISSOURI RIVER RAILROAD,
IN NEBRASKA.



REPORT.

To the Honorable Board of Transportation of the State of Nebraska:

GENTLEMEN—During the latter part of March and the early days of April of the present year, there were received at this office numerous complaints alleging that the Burlington & Missouri River Railroad Company in Nebraska were employing as locomotive engineers incompetent men.

In these complaints were embodied a request that the Board of Transportation investigate the matter. The complaints and petitions were signed by numerous citizens of Wymore, Red Cloud, McCook, and other places. In compliance with your instructions, your secretaries proceeded to the above named places, and took the testimony of a large number of people, which, together with the findings of facts, is herewith submitted. There is also submitted an opinion prepared by Hon. O. P. Mason, touching the legal points involved in the strike of the Brotherhood of Locomotive Engineers on the Burlington road, in which opinion the other secretaries concur.

A perusal of the evidence will show the following facts, to-wit:

First. That at four o'clock in the morning of February 27th, 1888, the entire force of locomotive engineers employed by the Burlington & Missouri River Railroad Company in Nebraska left their engines and went out on a strike.

Second. That these engineers, by refusing to continue to work, were acting in obedience to an order or orders emanating from some one whom they, as members of an organization known as the Brotherhood of Locomotive Engineers, recognized as having the authority to so order.

Third. That the said railroad company suddenly, and without previous warning, found their trains, both freight and passenger, "tied up," and unable to move, for want of engineers and firemen.

Fourth. That in order to protect the stockholders, so far as possible, from loss by stoppage of their wheels, resulting in temporary and

permanent loss of traffic; the delivery to their respective destinations of passengers and freight en route; to prevent loss by enforced idleness to other classes of employes, in consequence of such stoppage; and in obedience to the demands of the general public for prompt transportation for themselves, their mail, and goods, the railroad company had to face an emergency that called for unusual effort and prompt action.

Fifth. That to meet this emergency the company employed, to take the places of the striking engineers, many men who, lacking the requisite technical knowledge and practical experience, soon proved their incompetency.

The testimony further shows that the strict examinations which an applicant had usually to pass before securing a position as engineer were in many cases greatly abridged, and in a few cases were omitted entirely, or were of so general a character as to enable almost any man who had passed some time either as a brakeman, conductor, switchman, or machinist, to answer. It was but natural that the usually severe discipline should, under the unusual conditions, have been somewhat relaxed, and, indeed, much censure for this should not follow, as the testimony shows that as soon as a man demonstrated his incompetency he was no longer allowed to act as an engineer.

It is also shown that the number of accidents during a given time were greater after than before the strike was precipitated. Switches were run and dead engines were hauled in more frequently than they had been before. Doubtless carelessness or incompetency of the engineers was the cause of some of these mishaps. Large numbers of the new men had been formerly employed as engineers on eastern roads, where the water used in boilers was free from alkali; where anthracite coal, instead of bituminous coal, was used for fuel; where the brakes were worked by direct pressure instead of the automatic brake; and many had never been accustomed to side-feed valve oilers, while most of them were unacquainted with the road, its grades, its curves, and the locations of its stations, crossings, etc., and in these facts may be found the cause of many of the accidents.

The testimony in regard to the competency or incompetency of the

men who took the places of the striking engineers came from three classes, to-wit:

First, traveling men, merchants, and other citizens of the towns; second, the striking engineers; third, the officials of the company.

The traveling men, merchants, and many others who testified are confessedly ignorant of the technical and practical knowledge of a locomotive and its workings, of railroad time card rules, or of the qualifications necessary to constitute a competent engineer, hence their evidence cannot be considered in the light of expert testimony; their opinions are based on hearsay, and possess only the collateral value of current rumor.

The theoretical knowledge and practical experience of the striking engineers entitles their testimony to great weight, and some of them declare in the most emphatic terms that some of the new men are incompetent. Their testimony, however, reveals the fact that their opinions are founded largely on rumor, as they themselves say they have kept away from the company's grounds, depots, shops, and roundhouses, and in no case did one swear that, of his own personal knowledge, any accident could be attributed directly to the incompetency of the engineer.

The testimony of the officials, aside from the foreman of the roundhouses, throws but little light on the subject, except, while admitting an increase in the number of accidents, they attributed the cause to the fact that a large number of the new men were strangers to the road, and that many of their engines had become out of repair.

The foreman of the roundhouse at Wymore, however, judged a man's competency, not by the length of time he had fired or run an engine, but by the manner he handled it in the yard, the amount of care he bestowed upon it, his ability to make time, and the condition of his engine when brought in at the end of the run. Both he and Mr. Hoge, a member of the Brotherhood, declared that a man's skill cannot be reckoned by the number of years of service, but that efficiency depends largely on adaptability for the work in hand.

The testimony shows that at McCook some violence was used by the Brotherhood men to prevent new men from taking their engines.

out, but these matters came to our notice incidentally in the course of the examination of witnesses, and not on complaint to the Board.

A number of witnesses were questioned as to the advisability of legislation looking to the prevention of strikes, and several witnesses who had given the subject some thought recommended the system of licensing engineers, and the creation of a board of arbitration, but admitted there were objections to these methods, and expressed doubt as to a satisfactory result in all cases.

In relation to this subject we can only say, that while we recognize the fact that this matter is not strictly within the duties imposed by law upon this Board, yet it is a matter of such vital interest and great concern to the public and the state at large, we did not feel justified in passing so important a matter unnoticed.

It will be seen from the report of Judge Mason that the definition of conspiracy at common law is ample, full, and complete, and has been concurred in by the experience of mankind for more than three hundred years, and all that would seem advisable is to impose a proper penalty for conspiracy, leaving the offence as defined at common law.

In concluding this finding of facts, your secretaries, without further recommendation, would suggest that to no one else is it more important that only competent men should be employed than to the railroad companies themselves. Drunkenness, carelessness, color-blindness, render men incompetent, and by all the companies are made ground for discharge. Self-interest, and the desire of the railroad companies to avoid loss by accidents, impels them to seek out, employ, and cultivate efficiency in all their departments, and by reason of this the people derive, in a considerable degree, immunity from accident.

Respectfully submitted,

J. H. AGER,

W. H. MUNGER,

O. P. MASON,

Secretaries Board of Transportation.

HISTORICAL.



HISTORICAL.

A connected history of the railroad systems of Nebraska has never been compiled. The Board deems this a matter of great value, and has taken pains to gather together such items as could be secured.

THE FREMONT, ELKHORN & MISSOURI VALLEY RAILWAY.

The articles of incorporation of the Fremont, Elkhorn & Missouri Valley Railroad Company were filed in the office of the secretary of state on January 29, 1869. The incorporators were Messrs. Robert Kittle, E. H. Barnard, E. H. Rogers, B. F. Lushbaugh, T. P. Kennard, and W. H. B. Stout. The route of the railroad, as stated in the articles of incorporation, is from a point at or near the town of Fremont, in Dodge county, in a northerly direction, through the counties of Dodge, Burt, and Dakota. Two branches were also provided for; one through Cuming, Stanton, Pierce, and L' eau qui Court, or Dixon and Cedar counties, and a branch through Madison and Holt counties to a point on the Missouri river, at or near the mouth of the Niobrara river.

The capital stock was fixed at \$4,000,000.

Amended articles of incorporation were filed January 28, 1881, in which the route of the road was changed as follows: "And said branch through Madison and Holt counties may be extended from time to time through the unorganized territory of Holt county, and through Sioux county, to a point or points on the north and west boundary lines of Nebraska, and to points beyond the limits of said state."

The capital stock was increased to \$10,000,000.

Other amended articles of incorporation were filed December 22, 1884, in which the route of the main line is defined as given below:

Commencing at or near Fremont, Dodge county, and passing

through Dodge, Cuming, Stanton, Madison, Antelope, Holt, Brown, Cherry, and Sioux counties, to the western boundary of the state.

It also provided for a branch through Madison, Pierce, Antelope, and Knox counties, and terminating at a point on the Missouri river, at or near the mouth of the Niobrara river.

It also designated the route for another branch from a junction with the main line in section 4, town 33, range 49 west, in Sioux county, to a point on the north boundary line of the state.

June 16, 1885, another set of amendments to the articles of incorporation were filed in the office of the secretary of state.

In these amended articles the route of the main line is given as follows: From a point at or near the town of Fremont, Dodge county, passing through the counties of Dodge, Cuming, Stanton, Madison, Antelope, Holt, Brown, Cherry, Sheridan, Dawes, and Sioux, to a point on the western boundary line of the state.

These amendments also provide for the following branches:

Branch No. 1. Commencing at or near Norfolk, and passing through Madison, Pierce, Antelope, and Knox county, to a point on the Missouri river, at or near the mouth of the Niobrara river.

Branch No. 2. From junction with the main line in section 4, town 33, range 49 W., to a point on the north line of the state, about 11 miles west of the south-west corner of the Sioux reservation.

The capital stock was increased to \$15,000,000.

November 12, 1885, additional amendments were filed.

By these last amendments, two additional branch lines were provided for.

Branch No. 3. From a point at or near Scribner, Dodge county, passing through Dodge and Colfax counties, to a point in town 20, range 4 west.

Branch No. 4. From a point at or near Fremont, Dodge county, passing through Dodge, Saunders, and Lancaster counties, to Lincoln.

June 19, 1886, amended articles were filed in the secretary's office, by which the capital stock was increased to \$30,000,000.

Amended articles were filed December 20, 1886, providing for the following branches:

Branch No. 3. From Scribner, Dodge county, in a westerly and northerly direction, through Dodge, Colfax, Platte, Boone, Antelope, and Knox counties, to the northern boundary line of the state.

Branch No. 4. Same as that described in the amended articles filed November 12, 1885.

Branch No. 5. From a junction with branch No. 4, in Saunders county, near the Platte river, passing through Saunders, Butler, Seward, York, Hamilton, Clay, and Adams counties, to Hastings, and thence south-westerly to a point on the western boundary line of Adams county.

Branch No. 6. From a junction with branch No. 5, in Butler county, passing in a southerly direction, through the counties of Butler, Seward, Saline, and Fillmore counties, to the south boundary line of Fillmore county.

Branch No. 7. From a junction with the main line in Douglas county to the stock yards in South Omaha.

The route of the main line is designated as follows:

From Omaha northerly and westerly, through Douglas, Washington, Dodge, Cuming, Stanton, Madison, Antelope, Holt, Brown, Cherry, Sheridan, Dawes, and Sioux counties, to a point on west boundary line of the state, near the center of town 31 north, of range 57 west.

Other amended articles were filed February 18, 1888, by which the route of Branch No. 6 was changed to the following: From a junction with Branch No. 5, in Butler county, passing in a southerly direction, through the counties of Butler, Seward, Saline, York, Fillmore, Thayer, and Nuckolls, to the south boundary line of the state, in Nuckolls county.

The railroad of this company has been constructed as follows:

The company was organized January 20, 1869. The first stock was issued by this company soon after its organization, and additional stock has been issued from time to time.

All bonds issued under the original mortgages which were placed from time to time upon certain sections of the road as they were completed, have been retired and the mortgages released, and the existing mortgage was made on July 2, 1883, under which the first issue of bonds amounted to \$3,600,000, which has been increased from to time as new sections of the road have been completed.

No portion of the road has been leased. The various sections of the road has been completed and opened for business as follows:

MAIN LINE.

Ten miles north of Fremont in the fall of 1869.

To West Point in 1870.

To Wisner in 1871.

To Oakdale in 1879.

To Neligh in 1880.

To Long Pine in 1881.

To Thatcher in 1882.

To Valentine in 1883.

To Dakota Junction in 1885.

To the west line of Nebraska in 1886.

LINCOLN EXTENSION.

From Fremont to Lincoln in 1886.

SCRIBNER LINE.

From Scribner to Lindsay in 1886.

From Lindsay to Oakdale in 1887.

CREIGHTON BRANCH.

Four miles north of Norfolk Junction in 1879.

To Plainview in 1880.

To Creighton in 1881.

BLACK HILLS BRANCH.

From Dakota Junction to the north line of the state of Nebraska in 1885.

No. MILES OF COMPLETED F., E. & M. V. RAILROAD, JULY 1, 1888.

When Opened.	Termini.	MILEAGE,	
		Dakota.	Nebraska.
			Total.
1871	Fremont to Wisner.....		52.21 52.21
1871	Wisner to Battle Creek....		39.10 39.10
1879	Battle Creek to Oakdale...		19.40 19.40
1880	Oakdale to Neligh.....		5.40 5.40
1881	Neligh to O'Neill.....		39.60 39.60
1881	O'Neill to Long Pine.....		58.00 58.00
1882	Long Pine to Thatcher....		49.70 49.70
1883	Thatcher to Valentine.....		6.30 6.30
Aug. 9, 1885	Valentine to Chadron.....		136.80 136.80
Dec. 14, 1885	Chadron to Buffalo Gap...	37.55	18.05 55.60
July 5, 1886	Buffalo Gap to Rapid City	48.14	48.14
Sept. 1, 1886	Dakota Junction to Wy-		
	oming line.....		58.02 58.02
Sept. 13, 1866	Fremont to Wahoo.....		22.40 22.40
Oct. 25, 1886	Wahoo to Lincoln.....		29.71 29.71
Dec. 6, 1886	Scribner to Lindsay		60.79 60.79
June 13, 1887	Lindsay to Oakdale.....		53.30 53.30
1880	Norfolk Junction to		
	Plainview.....		31.76 31.76
1881	Plainview to Creighton....		10.30 10.30
	Carried forward.....	85.69	690.84 776.53

SIOUX CITY AND PACIFIC RAILROAD COMPANY.

The articles of incorporation of the Sioux City and Pacific Railroad Company were filed in the office of the secretary of state, September 21, 1869. The incorporators were Messrs. Platt Smith, S. B. Crocker, M. K. Jessup, John I. Blair, James F. Wilson, A. W. Hubbard, C. A. Lombard, Frederick Schuckardt, and Wm. B. Allison.

The route designated in the articles of incorporation was from Sioux City, Iowa, to a point on the Union Pacific Railroad at or near Omaha, Nebraska.

The capital stock was fixed at \$6,000,000.

Articles of incorporation of the Northern Nebraska Air Line Railroad Company were filed June 8, 1867. The parties forming this corporation were Messrs. D. C. Stader, J. A. Unthank, Thomas P. Kennard, John S. Bowen, and J. T. Davis.

The road was to commence at the town of DeSoto, Washington county, Nebraska, and pass through Washington and Dodge counties to the city of Fremont.

The capital stock was fixed at \$2,000,000.

October 27, 1869, articles of consolidation between the Sioux City and Pacific Railroad Company and the Northern Nebraska Air Line Railroad Company into the Sioux City and Pacific Railroad Company, were filed in the office of the secretary of state.

The Sioux City and Pacific Railroad Company was organized August 1, 1864, and the date of the consolidation of the two corporations was September 15, 1868.

The first stock certificates were issued May 11, 1871, for 18,914 shares, but there were stockholders by right of subscription from and after the date of the organization of the company.

The original issue of bonds was for \$1,628,000, and the United States government has a lien for a like amount, with accrued interest.

MILES OF COMPLETED SIOUX CITY & PACIFIC RAILROAD, JULY 31, 1888.

When Opened.	Termini.	MILEAGE		
		Total.	Iowa.	Nebraska.
August, 1867	Missouri Valley to Cal. Junction.....	5.90	5.90	
Nov. 28, 1867	Cal. Junction north	36.00	36.00	
Dec. 27, 1867	Farther north.....	13.50	13.50	
1868	To Sioux City.....	20.25	20.25	
Feb. 11, 1869	Cal. Junction to Fremont.	31.77	4.82	26.95
Total.....		107.42	80.47	26.95

THE MISSOURI VALLEY & BLAIR RAILWAY AND BRIDGE COMPANY.

The articles of incorporation of the Missouri Valley & Blair Railway and Bridge Company were filed August 10, 1884. The incorporators were Messrs. John I. Blair, Horace Williams, David P. Kimball, Oliver Ames, Marvin Hughitt, and P. E. Hall.

The object of the corporation is declared to be the construction of a railroad from Missouri Valley, Iowa, to Blair, Nebraska, with a bridge across the Missouri river.

The amount of capital stock authorized by the articles is two millions of dollars.

ST. JOSEPH & GRAND ISLAND RAILROAD COMPANY'S SYSTEM.

Grand Island & Marysville Railroad Company filed articles of incorporation June 12th, 1885. The incorporators were T. M. Orr, J. W. Griffith, C. B. Denny, P. L. Periné, and Howard Kennedy.

The route fixed by these articles of incorporation is as follows:

Commencing at the city of Grand Island, Hall county, and passing through the counties of Hall, Adams, Clay, Nuckolls, Thayer, and Jefferson to a point on the line between the states of Nebraska and Kansas where the railroad of the St. Joseph & Western Railroad Company now crosses said state line.

The capital stock was fixed at \$15,000,000.00.

Articles of consolidation of the Grand Island & Marysville Railroad Company, and of the St. Joseph & Marysville Railroad Company, were filed June 23d, 1885. The capital stock is fixed at \$5,000,000.

Kansas City & Omaha Railroad Company. The articles of incorporation of this organization were filed July 22d, 1886. The incorporators were Wm. H. Lanning, John L. Oliver, George W. Howe, George E. Birge, Robert G. Brown, Isaac N. Clark, Lorenzo D. Fowler, and John M. Ragan.

The route designated is from Fairfield, Clay county, to Stromsburg

Polk county, and to Hardy, in Nuckolls county, passing through Clay, Fillmore, York, Polk, and Nuckolls counties.

Capital stock \$1,000,000.

Amended articles of incorporation were filed November 10th, 1886.

By the amended articles the routes were determined as follows:

From Fairfield, Clay county, through Clay and Nuckolls counties to the south boundary line of the state near Hardy.

From Fairfield, Clay county, through the counties of Clay, Fillmore, York, and Polk to Stromsburg.

From Davenport, Thayer county, through Thayer, Fillmore, York, and Polk counties to Stromsburg.

From Fairfield, Clay county, through Clay, Adams, Kearney, Phelps, Gosper, Frontier, Dawson, Lincoln, and Keith counties to Ogallala, Keith county.

From a point on the last described line near the west line of Adams county, south-west through Kearney, Phelps, Harlan, Furnas, and Red Willow counties to a point on the south boundary line of the state near range line No. 18 west.

And from the same point through Adams county to the city of Hastings.

From Clay Center, through or near the city of Harvard to Aurora, Hamilton county.

From the city of Sutton to the city of Seward.

Capital stock increased to \$5,000,000.

ST. JOSEPH & GRAND ISLAND RAILROAD.

The Marysville & Palmetto & Roseport Railroad Company was incorporated under the laws of Kansas, February 17th, 1857; its name was changed to the St. Joseph & Denver City Railroad Company, April 17th, 1862. The railroad of this company was built westward to Marysville, Kansas. The Northern Kansas Railroad Company, which was authorized to build the extension west and north from Marysville, Kansas, to the Nebraska state line, was consolidated August 11th, 1866, with the St. Joseph & Denver City Railroad Company. From the Kansas state line to Hastings, Ne-

braska, the road was built under the general railroad law of Nebraska, and it was opened to Hastings in 1872. In 1874 it went into the hands of a receiver, and in November, 1875, it was sold under foreclosure. Two companies were formed under the scheme of reorganization, the St. Joseph & Pacific Railroad Company owning and operating the railroad from Elwood, opposite St. Joseph, westward to Marysville; and the Kansas & Nebraska Railway Company owning and operating the line from Marysville westward. March 29th, 1877, the St. Joseph & Pacific Railroad Company and the Kansas & Nebraska Railway Company were consolidated into the St. Joseph & Western Railroad Company. The Hastings & Grand Island Railroad Company, by deed dated February 18th, 1880, sold to the St. Joseph & Western Railroad Company its road from Hastings to Grand Island.

The entire line from St. Joseph to Grand Island was opened for business November 1st, 1879, and from that period to January 1st, 1884, was operated by the Union Pacific Railway Company. Since the latter date it has been operated as an entirely independent line.

The interest on the first and second mortgages being in default, foreclosure proceedings were begun in July, 1883, at the instance of security holders other than the Union Pacific Railway Company, and the company was placed in the hands of a receiver at the close of the year.

It soon became apparent that the owners of the property could operate it more advantageously than the court, and an arrangement for joint control was therefore made between the litigants, and the receivership terminated early in January, 1884.

Negotiations for a settlement of all differences between the Union Pacific Railway Company and other security holders were continued for many months, finally resulting in a plan of reorganization and a friendly sale of the road, which took place June 11th, 1885. The property was bought by a purchasing committee representing all parties interested. The Hastings & Grand Island Railroad Company was also foreclosed during the month of June, and purchased for the same parties. Immediately thereafter, the St. Joseph & Marysville

Railroad Company, a Kansas corporation, was organized to operate the railroad from Elwood to Marysville; and the Grand Island & Marysville Railroad Company, a Nebraska corporation, to operate the road from Grand Island to Marysville.

These corporations were consolidated into the St. Joseph & Grand Island Railroad Company, which company purchased from the Union Pacific Railway Company all securities of the company owning the St. Joseph bridge over the Missouri river. The board of directors named for the first year represented, in proportion to their ownership, the previously conflicting interests. The new organization was perfected on the 23d of June, 1885.

Under a traffic agreement, the Union Pacific Railway Company guarantees the prompt payment of interest upon the first mortgage bonds.

[From report of directors of U. P. R'y Co. to the stockholders, for 1885.]

Since the above history of the road was written, a constituent company, known as the Kansas City & Omaha Railroad Company, has been organized, and construction was commenced in the year 1886. Its line includes 193.69 miles in this state, making the total mileage of the St. Joseph & Grand Island Railroad system in this state 407.39 miles.

CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA RAILWAY
COMPANY'S SYSTEM.

Articles of incorporation of the Omaha & Northwestern Railroad Company were filed December 3, 1869. Incorporators were Messrs. Ezra Millard, J. A. Morrow, John A. Harbach, Edward Creighton, James E. Boyd, Herman Kountze, Jonas Gise, Joseph H. Millard, C. H. Downs, J. S. McCormick, W. A. Paxton, John I. Redick, H. E. Brown, A. Kountze, and George M. Mills.

The route to be from Omaha through the counties of Douglas, Washington, Dodge, Burt, Cuming, Stanton, Madison, Pierce, and L' eau qui Court to the Niobrara river.

The capital stock authorized was \$1,000,000.

The Covington, Columbus & Black Hills Railroad Company filed its articles of incorporation in the office of the secretary of state on November 12, 1875. The incorporators were J. B. Hubbell, H. D. Booge, Joseph Hollman, Isaac Powers, Jr., William Adair, and A. W. Hubbard.

The route fixed by these articles commenced at Covington and passed through Dakota, Dixon, Wayne, Stanton, Madison, and Platte counties to Columbus, with a branch through Dixon, Cedar, Knox, and Holt counties to a point on the north line of the state near the 100th meridian.

Amended articles were filed by the last named company December 6, 1876.

Omaha & Northern Nebraska Railway Company filed articles of incorporation October 5, 1878. The incorporators were John A. Creighton, Herman Kountze, John A. Harbach, Henry W. Yates, and Frank Murphy.

The route fixed by the articles of incorporation was through Douglas county, commencing at the city of Omaha, passing through the counties of Washington, Burt, Wayne, Cuming, Dakota, Dixon, Cedar, Stanton, Madison, Pierce, Knox, and Holt to a point on the Niobrara river east of the 100th meridian, and thence through the territory of Dakota to Deadwood.

The capital stock was fixed at \$30,000.

The company filed articles amending the original articles of incorporation, on April 24, 1879, increasing the capital stock to \$1,000,000.

This company was the successor of the Omaha & Northwestern Railroad Company, whether by purchase, consolidation, or in what manner, the Board has not been able to discover.

Articles of incorporation of the Sioux City & Nebraska Railroad Company were filed in the secretary's office December 12, 1879. The incorporators were Messrs. Horace Thompson, John L. Merriam, A. H. Wilber, J. W. Bishop, C. H. Bigelow, George A. Hamilton, H. H. Sibley, James H. Drake, and John S. Prince.

The route designated by the articles of incorporation is from a point

on the right bank of the Missouri river opposite to or near to Sioux City, Iowa, passing through Dakota or Blackbird county, and the counties of Cuming, Burt, Washington, and Douglas to Omaha.

A branch from Dakota county, through Dakota, Dixon, Cedar, Knox, and Holt counties to the west line of the state.

A branch from said line through Wayne, Stanton, Madison, and Platte counties to Columbus.

Capital stock, \$6,000,000.

The Northeastern Nebraska Railroad Company filed articles of incorporation in the office of the secretary of state on June 3, 1886.

The incorporators were E. W. Winter, J. M. Whitman, E. E. Woodman, John D. Howe, S. L. Perrin. The route of road as designated in the articles of incorporation was from Wayne, Nebraska, through the counties of Wayne, Cedar, and Knox to Niobrara.

Capital stock, \$1,000,000.

Amended articles were filed June 18, 1887, by which the route was changed as follows: From Wayne, through the counties of Wayne, Cedar, Pierce, and Knox to Niobrara.

The Chicago, St. Paul, Minneapolis & Omaha Railway Company filed its articles of incorporation, or copy of its articles of incorporation, in the office of the secretary of state on May 25, 1888.

The following history of the Chicago, St. Paul, Minneapolis & Omaha Railway Company, and its proprietary roads in Nebraska, has been furnished by the company:

The Sioux City & Nebraska R. R., incorporated under the laws of the state of Nebraska, acquired by purchase, October, 1879, all the railroad known as the Covington, Columbus & Black Hills R. R., in the state of Nebraska, which at that time had completed a narrow gauge line from Covington to Ponca, a distance of 25.82 miles; this line was operated as a narrow gauge to May, 1880, when it was closed to September, 1880, then opened as a standard gauge.

The Sioux City & Nebraska R. R. also acquired by purchase, February, 1880, the Omaha & Northern Nebraska R'y, said line of road commencing on Farnam street, in the city of Omaha, and extending to Oakland, a distance of 62.50 miles, built as follows:

Omaha to Mills, 24 miles, 1870.

Mills to Herman, 15.30 miles, 1871.

Herman to Tekamah, 7.20 miles, 1876.

Tekamah to Oakland, 16 miles, 1879.

All of the above was acquired by the St. Paul & Sioux City R. R., March, 1880, in which year the line from Coburn Junction to Oakland, a distance of $5\frac{1}{4}$ miles, was built. June 1, 1881, the above became a part of the Chicago, St. Paul, Minneapolis & Omaha Railway, since which time the following lines and extensions have been built:

Missouri River Transfer, 1.31 miles, 1881.

Emerson to Wayne, 18.70 miles, 1881.

Wayne to Norfolk, 27.80 miles, 1882.

Wakefield to Hartington, 33.76 miles, 1883.

Florence cut-off, 5.95 miles, 1884.

The Northeastern Nebraska R. R. (a proprietary road), extending from Wayne to Randolph, 23.63 miles, 1884.

Total mileage, main line and branches in state, 250.42 miles.

THE UNION PACIFIC RAILWAY COMPANY'S SYSTEM.

The Union Pacific Railway Company was chartered by an act of congress, approved July 1, 1862.

April 25, 1879, the articles of incorporation of the Omaha, Niobrara & Black Hills Railroad Company were filed in the office of the secretary of state.

The articles define the route of railroad to be, "From some point on the Union Pacific Railway between Schuyler and the west line of Platte county, through Colfax or Platte county, thence through the counties of Madison, Pierce, Knox, Holt, and Sioux, and the unorganized country between Holt and Sioux counties to the northern or western boundary line of the state.

The incorporators were S. H. H. Clark, Thomas L. Kimball, A. J. Poppleton, J. W. Gannett, E. P. Vining, and J. T. Clark.

The articles provided for a branch from the main line at some point in Platte county, through Platte, Boone, Antelope, and Holt

counties, and the unorganized territory to a junction with the main line.

Capital stock \$5,000,000.

The articles of incorporation of the Omaha & Republican Valley Railroad Company were filed in the secretary's office in 1878. The incorporators were A. J. Poppleton, S. H. H. Clark, Thomas L. Kimball, J. W. Gannett, and E. P. Vining.

According to the articles of incorporation, the railroad of this company was to be constructed from some point on the main line of the Union Pacific Railway, at or between Waterloo, Douglas county, and Fremont, Dodge county, through Douglas or Dodge county, and Saunders, Butler, and Polk counties.

Capital stock \$500,000.

Amended articles were filed May 1, 1878, increasing the capital stock to \$5,000,000.

The route of the road was changed as follows: In addition to that provided for in the original articles, to construct a line from Valparaiso to Lincoln, with such branch or branches as may be selected through the counties of Lancaster, Gage, Pawnee, Richardson; Lancaster, Saline, Jefferson, Thayer, Nuckolls, Webster, Franklin, Harlan, Furnas, Red Willow, Hitchcock, and Dundy; Saunders, Seward, Fillmore, and Nuckolls.

Also from the western boundary line of Polk county to the western, northern, or southern boundary line of the state, with branches through York, Hamilton, Clay, Adams, Hall, Howard, Greeley, Valley, and Wheeler counties.

Also a branch from the western boundary line of Polk county through Platte, Boone, Antelope, Knox, and Holt counties.

Other amended articles were filed October 9, 1885, authorizing the company to build a line of road from the main line of the Union Pacific Railway Company through Merrick, Hall, Buffalo, Dawson, Lincoln, Keith, and Cheyenne counties to the western, northern, or southern boundary line of the state.

Also a branch through Greeley, Custer, Loup, Brown, Dawes, Cherry, Blaine, Logan, Sheridan, and Sioux counties.

Articles of amendment were filed April 13, 1886, authorizing it to construct a line of road commencing at the city of Omaha, and passing through the counties of Sarpy and Douglas.

Capital stock \$5,000 of completed road.

July 13, 1886, articles of consolidation were filed. The Omaha, Niobrara & Black Hills Railroad Company and the Omaha & Republican Valley Railroad Company consolidated under the name of the Omaha & Republican Valley Railway Company of Nebraska. Capital stock of the consolidated company was fixed at \$1,866,900.

Articles of consolidation of the Omaha & Republican Valley Railway Company of Nebraska, and of the Blue Valley Railway Company, a Kansas corporation, consolidating the two companies under the name of "The Omaha & Republican Valley Railway Company," were filed in the office of the secretary of state February 14, 1887. The capital stock of the consolidated company was fixed at \$2,503,800.

The following history of the Union Pacific Railway System has been furnished by the Company's officers :

THE UNION PACIFIC RAILROAD COMPANY.

Surveys were begun in October, 1862; ground was broken formally at Omaha, December, 1863. One hundred miles were graded in 1865, and the rails laid on 40 miles in that year.

The capitalization of the road was as follows:

Amount of original issue of stock.....	\$ 36,762,300
" " funded debt.....	50,129,000
" United States subsidy bonds.....	27,236,512
Total capitalization.....	\$114,127,812

The cost of the road, January 26, 1880, \$120,753,718.02, including cost of bridge over the Missouri river at Omaha, costing \$2,869,897.51.

The act of July 1, 1862, incorporating the Union Pacific Railroad Company, was formally accepted by the directors, September 2d, 1862, and acceptance filed in the Department of the Interior, June 26, 1863.

The chief engineer's report of December, 1869, says: "In 1863 and 1864 surveys were inaugurated, but in 1866 the country was systematically occupied, and day and night, summer and winter, the explorations were pushed forward through dangers and hardships that very few at this date appreciate. As every mile had to be run within range of the musket, there was not a moment's security.

"In making the surveys, numbers of our men, some of the ablest and most promising, were killed, and during the construction our stock were run off by the hundreds—I might add thousands. Each day taught us lessons by which we profited the next, and our advances and improvements in the art of railway construction were marked by the progress of the work, forty miles of track having been laid in 1865; 260 in 1866; 240 in 1867, including the ascent to the summit of the Rocky mountains, at an elevation of 8,235 feet above the ocean; and during 1868, and to May 10, 1869, 555 miles were built, all exclusive of side and temporary tracks, of which over 180 miles were built in addition.

"The first grading was done in the autumn of 1864, and the first rails laid in July, 1865. All the material and supplies for construction had to be transported hundreds and thousands of miles by teams, or at best by steamboat."

He says, further, that the lack of confidence in the project, even in the localities most to be benefited, was so great that the laborers demanded their pay in advance before they would perform a day's work.

The map showing the definite location of the first 100 miles of road was filed in the general land office October 24, 1864. It was amended December 14, 1864.

The map showing the location of the last, or 1083d mile west from Omaha, was filed January 8, 1869.

Maps showing location of routes between Promontory Summit and Monument Point, Utah, were filed May 10, 1869.

The dates of acceptance of completed sections by the president of the United States are as follows:

Omaha to 40th mile post, 40 miles, January 24, 1866.
40th to 60th mile post, 25 miles, May 1, 1866.
65th to 105th mile post, 40 miles, June 25, 1866.
105th to 125th mile post, 20 miles, July 12, 1866.
125th to 160th mile post, 35 miles, August 8, 1866.
160th to 205th mile post, 45 miles, September 8, 1866.
205th to 240th mile post, 35 miles, October 12, 1866.
240th to 270th mile post, 30 miles, November 6, 1866.
270th to 305th mile post, 35 miles, January 2, 1867.
305th to 345th mile post, 40 miles, June 10, 1867.
345th to 385th mile post, 40 miles, July 5, 1867.
385th to 420th mile post, 35 miles, August 27, 1867.
420th to 455th mile post, 35 miles, October 1, 1867.
455th to 490th mile post, 35 miles, November 4, 1867.
490th to 510th mile post, 20 miles, December 11, 1867.
510th to 540th mile post, 30 miles, January 25, 1868.
540th to 560th mile post, 20 miles, May 25, 1868.
560th to 580th mile post, 20 miles, May 16, 1868.
580th to 600th mile post, 20 miles, June 12, 1868.
600th to 620th mile post, 20 miles, June 16, 1868.
620th to 640th mile post, 20 miles, July 21, 1868.
640th to 660th mile post, 20 miles, July 23, 1868.
660th to 680th mile post, 20 miles, July 23, 1868.
680th to 700th mile post, 20 miles, August 8, 1868.
700th to 720th mile post, 20 miles, August 27, 1868.
720th to 740th mile post, 20 miles, September 5, 1868.
740th to 760th mile post, 20 miles, September 28, 1868.
780th to 800th mile post, 20 miles, October 21, 1868.
800th to 820th mile post, 20 miles, November 19, 1868.
820th to 860th mile post, 40 miles, December 5, 1868.
860th to 880th mile post, 20 miles, December 12, 1868.
880th to 900th mile post, 20 miles, December 23, 1868.
920th to 940th mile post, 20 miles, December 23, 1868.
940th to 960th mile post, 20 miles, January 28, 1869.
960th to 980th mile post, 20 miles, February 9, 1869.

980th to 1000th mile post, 20 miles, February 9, 1869.

1000th to 1033d mile post, 33 miles, July 15, 1869.

By a joint resolution of April 10, 1869 (16 Stat., 56), it was provided that the common terminus of the Union and Central Pacific railroads should be at or near Ogden, Utah, and that the Union Pacific Railroad Company should build, and the Central Pacific Railroad Company pay for and own, the road from Promontory Summit, fifty-three miles west from Ogden, from which place said roads should form one continuous line.

The number of miles of road constructed and accepted during each governmental fiscal year is as follows:

Year ending June 30, 1866.....	105
Year ending June 30, 1867.....	240
Year ending June 30, 1868.....	275
Year ending June 30, 1869.....	380
Year ending June 30, 1870.....	33

Up to April, 1867, the road was operated by the contractors for building the line. Since that time it has been operated by the company, as completed sections were turned over.

The Union Pacific Railroad Company, the Kansas Pacific Railway Company, and the Denver Pacific Railway and Telegraph Company were consolidated January 26, 1880, and formed the Union Pacific Railway Company.

OMAHA & REPUBLICAN VALLEY RAILROAD COMPANY.

The articles of incorporation of this company were adopted August 17, 1876, and the construction of the road was commenced at Valley station, on the Union Pacific railroad, during the same year.

The original issue of stock amounted to \$1,076,500, and the original funded debt amounted to \$2,257,000.

The different sections of the road were completed and opened for business as follows:

From Valley to Wahoo, January 1, 1877.....	18.8 miles
From Wahoo to David City, October 1, 1877.....	41.5 "
From David City to west line of Butler county, 1878. ...	13.7 "

From west line of Butler county to Stromsburg, 1879.....	16.1 miles
From Valparaiso to Lincoln, summer of 1880.....	21.4 "
From Lincoln to Beatrice, January 29, 1884.....	36.6 "
From Beatrice to state line, January 8, 1880.....	25.0 "
Grand Island to St. Paul, 1879.....	21.6 "
St. Paul to North Loup, fall of 1882.....	26.9 "
North Loup to Ord, August 30, 1886.....	12.2 "
St. Paul to Howard, December 21, 1885.....	18.6 "
Howard to Loup City, May 30, 1886.....	20.3 "
Total	272.7 miles

MARYSVILLE & BLUE VALLEY RAILROAD COMPANY.

The road of this company runs from the Nebraska-Kansas state line to Marysville, Kansas, 12.86 miles. The company was organized on July 2, 1879, with a capital stock of \$1,000,000, and leased to the Omaha & Republican Valley Railroad Company January 1, 1884, for the interest on the first mortgage bonds, amounting to \$128,000. Stock issued to the amount of \$64,000.

THE OMAHA, NIobrara & BLACK HILLS RAILROAD COMPANY.

This company was incorporated April 24, 1879, and its construction was commenced the same year, at Jackson, Nebraska. The stock originally issued amounted to \$977,000, and the bonds to the same amount.

The different portions of the road, as constructed, were opened for business as follows:

Jackson to Norfolk, December 1, 1879.

Lost Creek to Albion, 1880.

Columbus to Lost Creek, 1880.

The line from Jackson's to Lost Creek was abandoned in 1880, and the road built from Columbus to take its place.

Genoa to Fullerton, summer of 1884.

Fullerton to Cedar Rapids, December, 1884.

This system cost, not including road from Genoa to Cedar Rapids, \$1,962,947.27.

On June 26th, 1886, the Omaha & Republican Valley Railroad Company and the Omaha, Niobrara & Black Hills Railroad Company were consolidated, forming the Omaha & Republican Valley Railway Company of Nebraska.

On July 3, 1886, the Marysville & Blue Valley Railroad Company and the Manhattan & Blue Valley Railroad Company (Kansas corporations) were consolidated, forming the Blue Valley Railway Company.

On February 3, 1887, the Omaha & Republican Valley Railway Company of Nebraska and the Blue Valley Railway Company were consolidated, forming the Omaha & Republican Valley Railway Company, which is the present name of the corporation.

BURLINGTON & MISSOURI RIVER RAILROAD IN NEBRASKA'S SYSTEM.

Atchison & Nebraska City Railroad Company filed articles of incorporation January 7, 1871. The incorporators were Messrs. Peter T. Abell, George W. Glick, Alfred G. Otis, John M. Price, Wm. H. Cochrane, Albert H. Horton, Samuel A. Kingman, Junius T. Hereford, and Augustus Byram.

The route outlined by the articles of incorporation was from Atchison, Kansas, to the Nebraska line not more than twenty-five miles from the Missouri river.

The Atchison, Lincoln & Columbus Railroad Company filed its articles of incorporation January 7, 1871. The incorporators were A. J. Cropsey, A. A. Egbert, T. E. Calvert, Geo. Morrison, and O. Chanute.

The route described by the articles was to be from the south line of the state of Nebraska, at a point where it is crossed by the line of the Atchison & Nebraska City Railroad Company, northward and westward through Richardson, Pawnee, Gage, Johnson, Lancaster, Seward, and Butler counties, to Columbus, Platte county, Nebraska, with a branch westward through Richardson, Pawnee, Johnson, Gage, Jefferson, and Saline counties.

Authorized capital stock, \$500,000.00.

September 6, 1869, the Burlington & Southwestern Railway Company filed a copy of its articles of incorporation. The gentlemen who organized the company were Thomas Hedge, E. D. Rand, H. H. Scott, James I. Gilbert, E. Joy, Charles H. Phelps, Joshua Tracey, John H. Gear, James Putnam, and T. W. Barhydt, of Des Moines county, Iowa; Edward Turner, Geo. Shedd, Lewis Epps, G. B. Brackett, William Brown, Curtis Shedd, R. W. Pittman, and W. R. Stewart, of Lee county, Iowa; O. H. P. Scott, S. B. Tuttle, Charles A. Manning, and Frank Reynolds, of Van Buren county, Iowa.

The purpose of the corporation was declared to be to construct a railroad from Burlington, Iowa, in a south-westerly direction through Iowa, Northern Missouri, Southern Nebraska, and Northern Kansas.

The capital stock was fixed at \$20,000,000.00.

October 18, 1871, the Burlington & Southwestern Railway Company filed a deed of trust in the office of the secretary of state, conveying to James F. Joy, in trust for the Atchison & Nebraska Railway Company, all its completed road, its right of way, contracts, bonds voted in aid of construction, etc., within the state of Nebraska, said railroad extending from Rulo, Richardson county, into and through Richardson and Pawnee counties.

December 6, 1871, James F. Joy filed a deed of conveyance, conveying all the railroad, etc., described in the deed of trust above mentioned to the Atchison & Nebraska Railway Company.

Articles of consolidation of the Atchison & Nebraska City Railroad Company and the Atchison, Lincoln & Columbus Railroad Company, were filed in the secretary's office, by which the two corporations were consolidated under the name of the Atchison & Nebraska Railway Company, with a capital stock of \$2,000,000.00.

May 22d, 1878, certificate of the increase of the capital stock to \$3,350,000.00, was filed in the office of the secretary.

September 6th, 1886, amended articles of incorporation were filed, extending the date of the corporation to July 24th, 1886.

May 26th, 1869, the articles of incorporation of the Burlington &

Missouri River Railroad Company in Nebraska were filed in the office of the secretary of state.

The incorporators were Nathaniel Thayer, John M. Forbes, Robert S. Watson, John W. Brooks, John N. Dennison, Sidney Bartlett, John A. Burnham, Henry Strong, William L. Burt, Charles E. Perkins, and Hans Thielsen.

The route of the road, as described in the articles of incorporation, is from Plattsmouth, westward to Fort Kearney, through the counties of Cass, Saunders, Lancaster, Saline, Seward, York, Hamilton, Adams, Kearney, Merrick, Buffalo, and Hall.

The capital stock was fixed at \$7,000,000.00.

December 7th, 1883, the articles of consolidation of the Burlington & Missouri River Railroad Company in Nebraska and the Chicago, Burlington & Quincy Railroad Company, were filed in the office of the secretary of state.

The Brownville, Fort Kearney & Pacific Railroad Company filed its articles of incorporation with the secretary of state January 2d, 1868.

John B. Bennett, John Hamlin, F. A. White, James Sweet, Wm. Fulton, S. H. Calhoun, John H. Croxton, Julius Metcalf, Frank B. Arnold, Rollin M. Rolfe, George A. Mohrenstecher, D. B. McMechan, O. Stevenson, Charles A. Place, William Payne, and O. H. Irish were the incorporators.

The object of the corporation was declared to be the building and operating of a railroad from Nebraska City, through Lincoln, to a point on the Union Pacific Railroad not exceeding one hundred miles east of Fort Kearney, through the counties of Otoe, Lancaster, Seward, York, Hamilton, and Adams, with a branch through Otoe, Johnson, Pawnee, and Gage counties to the south boundary line of the state.

The authorized capital stock was \$500,000.00.

Articles of incorporation of the Midland Pacific Railway Company were filed in the office of the secretary of state January 3, 1868.

The parties forming the corporation were Messrs. N. S. Harding,

J. A. Ware, F. A. White, Wm. Fulton, John H. Croxton, Frank B. Arnold, George A. Mohrenstecher, Charles A. Place, O. H. Irish, John B. Bennett, John Hamlin, James Sweet, S. H. Calhoun, Julien Metcalf, Rollin M. Rolfe, O. Stevenson, William Payne, and D. B. McMechan.

The building of a railroad from Nebraska City, by the town of Lincoln, to a junction with the Union Pacific Railroad at a point not exceeding one hundred miles east of Fort Kearney, through Otoe, Lancaster, Seward, York, Hamilton, and Adams counties, was declared to be the objects of the corporation.

The capital stock was fixed at \$500,000.00.

October 15, 1875, articles of consolidation of the Brownville, Fort Kearney & Pacific Railroad Company and the Midland Pacific Railway Company, under the corporate name of the "Nebraska Railway Company," were filed in the office of the secretary.

The capital stock was fixed at \$10,000,000.00.

The Omaha & Southwestern Railroad Company filed its articles of incorporation in the secretary's office December 3, 1869.

The incorporators were G. W. Frost, Enos Lowe, Clinton Briggs, Henry Gray, Smith S. Caldwell, John Y. Clopper, Thomas F. Mulloy, Isaac Weightman, Ezra Millard, M. W. Kennard, A. S. Padlock, John F. Young, Jonas Gise, Alvin Saunders, and Henry T. Clarke.

The route of the road, as defined by the articles of incorporation, was to be through the counties of Douglas, Sarpy, Saunders, Cass, Lancaster, and Gage, the termini of the road being at Omaha, and a point on the southern boundary line of the state.

The capital stock of the company was fixed at \$1,000,000.00.

Amended articles of incorporation were filed September 7, 1871, increasing the capital stock to \$4,000,000.00, also adding Saline county to the route, and the Otoe Reservation.

Articles of incorporation of the Republican Valley Railroad Company were filed in the office of the secretary of state on December 14, 1872.

The articles declared the purpose of the corporation to be the con-

struction of a railroad from the valley of the Big Blue river at or near Beatrice, through Gage, Jefferson, Thayer, Nuckolls, Webster, Franklin, and Harlan counties and the unorganized counties and country beyond, to and crossing the west boundary line of the state near the Republican river.

The capital stock was \$5,000,000.00.

The incorporators were Herman Kountze, Alvin Saunders, Ezra Millard, Smith S. Caldwell, W. F. Chapin, and J. B. Weston.

Amendments were filed August 7, 1879, which provided for the construction of the following additional lines:

From Red Cloud through Webster, Nuckolls, Thayer, Jefferson, Gage, Johnson, and Nemaha counties to Nemaha City, and a line from the west line of Franklin county through Harlan, Furnas, and Red Willow counties to the west line of Red Willow county; also from Hastings, Adams county, to York, York county, passing through Adams, Hamilton, and York counties.

The capital stock was increased to \$6,000,000.00.

Other amendments to the articles of incorporation were filed December 31, 1880, in which it is provided that a line shall be built from a point in section 20, township No. 2 north, of range No. 7 west, through Gage, Pawnee, Richardson, and Nemaha counties to Nemaha City.

September 23, 1881, an amendment to the original articles of incorporation was made, providing for the construction of a line from the west line of Red Willow county through the counties of Hitchcock and Dundy to the western boundary line of the state, in section 10, township 1, range 42.

By this amendment, the capital stock was raised to the sum of \$15,000,000.00.

Articles of consolidation of the Chicago, Burlington & Quincy Railroad Company and the Republican Valley Railroad Company were filed in the office of the secretary of state on December 7, 1883, by which all the right of way, road-bed, track, depot grounds, franchises, equipment, etc., of the Republican Valley Railroad Company, together with its lease of the Nebraska & Colorado Railroad Com-

pany, were sold and assigned to the Chicago, Burlington & Quincy Railroad Company.

The Nebraska & Colorado Railroad Company caused its articles of incorporation to be filed in the office of the secretary of state on July 30, 1883.

The parties forming the corporation were Messrs. T. M. Marquett, G. W. Holdrege, T. E. Calvert, J. G. Taylor, J. D. Macfarland.

The articles of incorporation provided for the construction of a railroad from Beatrice, through Gage, Jefferson, Saline, Fillmore, Thayer, Clay, Nuckolls, Adams, Webster, Franklin, Phelps, Harlan, Gosper, Frontier, Lincoln, Hayes, Chase, and Keith counties, terminating at the intersection of the line between Chase and Keith counties with the western boundary line of the state.

Also a branch from some point on the main line in Fillmore or Clay county, through those counties to Fairmont, and from some point on its main line in Thayer or Fillmore county in a southerly direction to the south line of the state.

Also a branch from some point on its main line in Kearney or Phelps county, in a north-easterly direction through Phelps, Kearney, and Adams counties, to a point on the main line of the B. & M. R. R., at or near Kenesaw, and from said point on its main line in Kearney or Phelps county, south-west through Kearney, Phelps, Gosper, Harlan, and Furnas counties, to a point on the main line of the Republican Valley Railroad in Harlan or Furnas county, at or near Oxford.

The authorized capital stock was \$2,000,000.00.

Amended articles were filed April 29, 1884, increasing the capital stock to \$5,000,000.00.

A second amendment to the articles of incorporation was filed June 21, 1887, whereby the action of the president of the corporation, in building a branch from Edgar to Superior, was ratified, and also providing for the construction of the main line through Dawson county.

Articles of incorporation of the Omaha & North Platte Railroad Company were filed in the secretary's office October 15, 1885.

The parties composing the corporation were Messrs. G. W. Holdrege, J. G. Taylor, C. D. Dorman, C. J. Greene, J. D. Macfarland, P. S. Eustis, and T. M. Marquett.

The corporation was organized for the purpose of building a railroad in a south-westerly direction from Omaha through the counties of Douglas, Sarpy, and Saunders to Ashland, and thence in a north-westerly course through Saunders, Dodge, Butler, and Colfax counties, and thence west through Stanton, Platte, Madison, Boone, Antelope, Wheeler, Greeley, Garfield, Valley, Loup, Custer, and Blaine counties to a point near the north-west corner of Custer county, to a connection with the Grand Island & Wyoming Central Railroad, with branches to Norfolk and Fremont.

The capital stock was fixed at \$5,400,000.00.

Articles of incorporation of the Grand Island & Wyoming Central Railroad Company were filed October 15, 1885.

The objects of the corporation were declared to be the building of a railroad from Grand Island, Hall county, through Hall, Buffalo, Sherman, Custer, Blaine, and Logan counties, and thence in north-westerly course through the unorganized territory and through Cheyenne, Sheridan, Dawes, and Sioux counties, to a point on the boundary line between Nebraska and Wyoming, in Sioux county.

The capital stock was fixed at \$7,600,000.00.

The incorporators were G. W. Holdrege, J. G. Taylor, C. D. Dorman, C. J. Greene, P. S. Eustis, J. D. Macfarland, and T. M. Marquett.

November 15, 1886, the Oxford & Kansas Railroad Company caused its articles of incorporation to be filed in the office of the secretary of state.

The gentlemen forming the corporation were Messrs. G. W. Holdrege, J. G. Taylor, C. D. Dorman, C. J. Greene, and Thomas Miller.

The objects for which the corporation was organized were declared to be the construction and operation of a railroad from Oxford, in a south-westerly direction through Furnas and Red Willow counties, to a point on the boundary line between Kansas and Nebraska near the center of the south line of Red Willow county.

The capital authorized by the articles of incorporation amounted to \$1,700,000.00.

Amended articles of incorporation were filed November 16, 1886, providing for a branch line from the main line in the eastern part of Furnas county to the south boundary line of the state, and from same point through Furnas and Harlan counties to Orleans.

Other amendments were filed June 29, 1888, increasing the capital stock to \$3,000,000.00.

Articles of incorporation of the Lincoln & Northwestern Railroad Company were filed April 21, 1879.

The parties forming the corporation were J. S. Ford, W. W. Towne, George H. Nettleton, T. F. Oakes, and John A. Clark.

This corporation was formed for the purpose of constructing and operating a railroad from Lincoln, westerly through Lancaster and Seward counties to Milford, and thence north-west through Seward, Butler, and Platte counties to Columbus, and thence north-west to the north boundary line of the state.

Also from Lincoln in a northerly direction through Lancaster, Saunders, and Dodge counties to Fremont.

The capital stock was fixed at \$1,200,000.00.

The Lincoln & Black Hills Railroad Company caused its articles of incorporation to be filed in the office of the secretary of state on March 23, 1887.

Messrs. G. W. Holdrege, J. G. Taylor, C. D. Dorman, C. J. Greene, and William A. Higgins were the incorporators.

The objects for which the corporation was created were declared to be the construction and operation of a railroad from Central City, in Merrick county, through Merrick, Howard, Greeley, Wheeler, Garfield, Holt, Brown, and Keya Paha counties to the north boundary line of the state.

Also a branch through Merrick, Howard, Sherman, Valley, Greeley, Garfield, Custer, Loup, Blaine, Brown, Cherry, Nance, Boone, and Wheeler counties and the unorganized territory west of Blaine county and south of Cherry county.

The authorized capital stock was \$5,000,000.00.

The Chicago, Iowa & Kansas Railroad Company caused its articles of incorporation to be filed in the office of the secretary of state.

The incorporators were T. M. Marquett, G. W. Holdrege, T. E. Calvert, J. G. Taylor, and J. D. Macfarland.

The corporation was formed to construct and operate a railroad from Odell, Gage county, to the state line.

Capital stock \$200,000.00.

July 30, 1888, articles of consolidation of the Chicago, Iowa & Kansas Railroad Company of Nebraska, and a corporation of the same name in Kansas, under the corporate name of the ———

The capital stock of the consolidated company was fixed at \$5,200,000.00.

The Chicago, Burlington & Quincy Railroad Company filed a certified copy of its charter April 11, 1888.

March 13, 1886, the articles of incorporation of the Republican Valley & Kansas Railroad Company were filed in the office of the secretary of state.

Messrs. G. W. Holdrege, J. G. Taylor, T. M. Marquett, C. D. Dorman, J. D. Macfarland, J. W. Deweese, and F. M. Hall were the incorporators.

The design of the corporation was declared to be the construction of a railroad from Republican City, Nebraska, through Harlan county to a point on the Nebraska-Kansas state line near the northeast corner of section 6, township 1, range 18, to a connection with the Burlington, Kansas & Southwestern Railroad Company.

Capital stock \$200,000.00.

On ——— articles of consolidation of the Republican Valley & Kansas Railroad Company and the Burlington, Kansas & Southwestern Railroad Company were filed in the office of the secretary of state. The consolidated company to be known as the Republican Valley, Kansas & Southwestern Railroad Company. The capital stock was fixed at \$3,200,000.00.

The following facts as to the history of the Burlington & Missouri River Railroad Company in Nebraska, and its leased and operated lines, has been furnished by the company :

BURLINGTON & MISSOURI RIVER RAILROAD IN NEBRASKA.

Plattsmouth to Kearney..... 191.61 miles.

Construction commenced in 1869, completed September 1, 1872.

OMAHA & SOUTHWESTERN RAILROAD.

Omaha to Oreapolis 16.84 miles.

This road was leased to the Burlington & Missouri River Railroad in Nebraska, July 19, 1871, and operated by it from that date.

Crete to Beatrice..... 30.09 miles.

Construction commenced in 1871. Completed January 8, 1872.

NEBRASKA RAILWAY.

Nemaha to York..... 136.40 miles.

This road was leased to the Burlington & Missouri River Railroad in Nebraska, August 1, 1876, and at that time was completed and in operation from Brownville to Seward. From the records in possession of the lessee, it is impossible to ascertain date of commencement of construction, but the road was completed to Seward about March 3, 1873, and to Brownville about February 1, 1875. The road was extended from Seward to York, July 25, 1877, and from Brownville to Nemaha, December 24, 1878.

ATCHISON & NEBRASKA RAILROAD.

Kansas state line to Lincoln, including branch from

Rulo "Y" to Rulo..... 107.48 miles.

Construction commenced in 1871. Completed September 1, 1872.

LINCOLN & NORTHWESTERN RAILROAD.

Lincoln to Columbus..... 73.08 miles.

Construction commenced late in 1879, and completed in May, 1880.

REPUBLICAN VALLEY RAILROAD.

Hastings to Colorado state line... 239.31 miles.

Construction commenced in 1878. Completed March 15, 1882.

York to Central City.....	41.31 miles.
Construction commenced in 1879. Completed April 4, 1880.	
Aurora to Grand Island.....	18.51 miles.
Construction commenced in 1884. Completed June 8, 1884.	
Aurora to Hastings.....	27.75 miles.
Construction commenced in 1886. Completed September 13, 1886.	
Nemaha to Beatrice.....	65.56 miles.
Construction commenced in 1881. Completed September 2, 1886.	
Nemaha to Salem.....	17.60 miles.
Construction commenced in 1883. Completed January 6, 1884.	
Wymore to Beatrice.....	11.87 miles.
Construction commenced in 1880. Completed February 6, 1881.	
Table Rock to Amboy.....	130.23 miles.
Construction commenced in 1880. Completed December 5, 1881.	

NEBRASKA & COLORADO RAILROAD.

Kenesaw to Oxford Junction.....	60.67 miles.
Construction commenced in 1883. Completed August 4, 1884.	
Fairmont to Chester.....	45.19 miles.
Construction commenced in 1883. Completed December 6, 1886.	
DeWitt to Holdrege.....	136.72 miles.
Construction commenced in 1884. Completed December 26, 1886.	
Superior to Edgar.....	26.53 miles.
Construction commenced in 1886. Completed September 8, 1886.	
Holdrege to Colorado state line.....	161.60 miles.
Construction commenced in 1885. Completed August 7, 1887.	

CHICAGO, KANSAS & NEBRASKA RAILROAD.

Odell to Kansas state line.....	5.28 miles.
Construction commenced in 1884. Completed June 21, 1884.	

REPUBLICAN VALLEY, KANSAS & SOUTHWESTERN RAILROAD.

Republican to Kansas state line.....	8.50 miles.
Construction commenced in 1885. Completed September 7, 1885.	

OXFORD & KANSAS RAILROAD.

Orleans to Kansas state line..... 59.61 miles.
 Construction commenced in 1887. Completed October 24, 1887.

OMAHA & NORTH PLATTE RAILROAD.

Omaha to Schuyler..... 80.78 miles.
 Construction commenced in 1885. Completed October 24, 1887.

GRAND ISLAND & WYOMING CENTRAL RAILROAD.

Grand Island to Alliance..... 269.60 miles.
 Construction commenced in 1886. Completed February 3, 1888.

LINCOLN & BLACK HILLS RAILROAD.

Central City to Burwell..... 85.31 miles.
 Construction commenced in 1887. Completed December 15, 1887.
 Palmer to Arcadia..... 54.02 miles.
 Construction commenced in 1887. Completed October 31, 1887.
 Greeley Center to Ericson..... 18.55 miles.
 Construction commenced in 1887. Completed May 1, 1888.

 THE MISSOURI PACIFIC RAILWAY COMPANY'S SYSTEM.

The articles of incorporation of the Missouri Pacific Railway Company of Nebraska were filed in the office of the secretary of state June 8th, 1881.

The incorporators were Jay Gould, A. A. Talmage, F. B. Drake, S. M. Smith, John L. Webster.

The corporation was organized for the purpose of constructing a line of railroad from the south boundary line of Richardson county to Omaha, Douglas county.

Capital stock \$3,000,000.00.

Articles of consolidation of the Missouri Pacific Railway Company of Nebraska and the Missouri Pacific Railway Company, a corporation of the state of Missouri, under the name of the Missouri

Pacific Railway Company, were filed in the secretary's office March 3d, 1882.

The Nebraska Southern Railway Company caused its articles of incorporation to be filed in the office of the secretary of state October 10th, 1886.

The gentlemen organizing the corporation were Messrs. S. H. H. Clark, J. M. Eddy, M. H. Goble, M. T. Barlow, and Leavitt Burnham.

The route designated by the articles of incorporation is from Weeping Water to Glen Rock.

Capital stock was fixed at \$1,500,000.00.

A corporation of the same name, with F. P. Bonnell, Edw. Barrington, C. E. Adams, A. Beal, Charles Lohmeyer, Wm. Bueltman, and Paul S. Williams as incorporators, filed its articles of incorporation in the office of the secretary of state February 2d, 1888.

The incorporators were F. P. Bonnell, Edw. Barrington, C. E. Adams, A. Beal, Charles Lohmeyer, Wm. Bueltman, and Paul S. Williams.

No route was designated in the articles. The authorized capital stock was fixed at \$6,000,000.00.

Articles of incorporation of the Pacific Railway Company in Nebraska were filed in the office of the secretary of state March 31st, 1887.

The parties composing the corporation were Cyril Williams, F. P. Bonnell, A. S. Everest, Frank Everest, and Paul S. Williams.

The articles of incorporation did not designate any particular route over which the railroad of this company was to be constructed. The capital stock was placed at \$1,500,000.00.

An amendment to the articles of incorporation was filed September 19th, 1887, whereby the capital stock was increased to \$2,000,000.00.

The Pacific Railway Company filed its articles of incorporation December 27th, 1887.

The incorporators were Messrs F. P. Bonnell, Edw. Barrington, C. E. Adams, Charles Lohmeyer, J. W. Morse, Wm. Bueltman, Paul S. Williams.

The object of the corporation was declared to be the construction and operation of a railroad commencing at a point in section 32, town 9 north, of range 11 west, on the south line of Hall county, passing through the counties of Hall, Buffalo, Dawson, Custer, Lincoln, Keith, Cheyenne, Sioux, and Dawes to the west boundary line of the state.

The capital stock authorized by the articles of incorporation was \$6,000,000.00.

September 19th, 1887, the articles of incorporation of the Pacific Railway Company of Kansas were filed in the secretary's office.

On the same day, articles of consolidation of the Pacific Railway Company of Kansas and the Pacific Railway Company of Nebraska, under the corporate name of the Pacific Railway Company.

The Omaha Belt Railway Company filed its articles of incorporation September 10th, 1883.

The incorporators were S. H. H. Clark, J. M. Thurston, F. Murphy, Edw. W. Marsh.

The corporation was organized for the purpose of constructing a railway encircling the city of Omaha.

The authorized capital stock was \$800,000.00.

THE "ROCK ISLAND SYSTEM."

Articles of incorporation of the Chicago, Kansas & Nebraska Railway Company were filed April 1st, 1886.

The gentlemen who organized the corporation were Messrs. M. A. Low, Stephen S. Brown, Henry M. Ramey, George H. Boynton, and Henry Baker.

The purpose of the corporation was declared to be to construct and operate a line of railway through Pawnee, Richardson, Gage, Jefferson, Thayer, Nuckolls, Webster, Adams, Kearney, and Buffalo counties, to the city of Kearney.

Capital stock \$1,000,000.00.

Since that date the St. Joseph & Iowa Railroad Company, lessee of the Chicago, Kansas & Nebraska Railway Company, has filed a

copy of its charter with the secretary of state, and a resolution adopted by its board of directors authorizing service of process upon any of its officers or agents in the state of Nebraska.

Annexed hereto, are copies of the annual reports of the several railway systems in this state.

All of which is respectfully submitted,

H. A. BABCOCK,

G. L. LAWS,

WM. LEESE,

JOSEPH SCOTT,

C. H. WILLARD,

Board of Transportation.

TABLE I.
CAPITAL STOCK.

RAILROADS	MILES	PAID IN	PER MILE	COMMON	PREFERRED
Sioux City & Pacific Railroad.....	107.42	\$ 2068400 00	19255 26	\$ 1889400 00	\$ 169000 00
Fremont, Elkhorn & Mo. Valley R. R.....	1154.45	2,3700000 00	22599 62	2,3700000 00	.....
Chicago, St. Paul, Minneapolis & Omaha.....	1394.40	34050126 66	25882 02	21403213 35	12646833 31
Chicago, Kansas & Nebraska Railway.....	1247.90	1314900 00	1053 69	1314900 00	.....
St. Joseph & Grand Island R. R.....	251.70	4600000 00	18236 00	4600000 00	.....
Union Pacific Railway Company.....	1823.80	60888500 00	33376 38	60888500 00	.....
Omaha & Republican Valley Railway.....	469.64	2347050 00	5000 00	2347050 00	.....
Burlington & Missouri River R. R.....	2120.30	76393505 00	15274 00	76393505 00	.....
Missouri Pacific Railway Company.....	1073.00	43974850 00	25591 59	43974850 00	.....
	9642.61	249317331 66		236501498 35	\$12815833 31

TABLE II.
DEBT.

RAILROADS	MILES	FUNDED	UNFUNDED	TOTAL	PER MILE	Debt repre- senting the road in Ne- braska	STOCK AND DEBT	PER MILE	Interest paid on account during year	road in Ne- braska
S. C. & P.	107.42	3256320 00	2119188 69	5375508 69	50135 07	1348631 09	7443908 69	69297 23	24507 86	
F. E. & M. V.	1154.45	16119000 00	123180 00	16242180 00	14069 19	14350750 36	39942180 00	38087 69	605495 27	
C., St. P., M. & O.	1394.40	22919800 00	1031662 05	23951462 05	12873 96	4200094 30	53770988 72	38562 09	235809 88	
C. K. & N.	1247.90	*20000000 00	25376411 42	25376411 42	20335 29	3292283 84	26691311 42	21388 98		
St. Jo. & G. I.	251.70	8680000 00	21889 60	8701889 60	34580 40	3921000 00	13301889 60	52448 00	205893 00	
Union Pacific.	1823.80	80653655 00	14130 15	80667785 15	44230 60	24113505 62	141536285 15	77609 41	1537734 77	
O. & R. V.	469.64	5204000 00	1409867 01	6613867 01	14083 90	5995719 05	8960917 01	19080 39	254349 29	
B. & M. in Neb.	† 2120.30	† 99912988 70		99912988 70	20618 97	40515830 82	176306493 70	36384 24	2064729 58	
Mo. Pacific.	1073.00	44376000 00	306571 34	44682571 34	41642 66	8037032 87	88657421 34	82625 72	462715 23	
	9642.61	301121763 70	30402900 26	311524663 96	.....	105774847 95	556611395 63	.....	5391234 88	

* Company reports \$20,000,000 of bonds issued, which had been placed in the treasury of the C. R. I. & P. Railway Company, and for which no settlement has been made with that company. The floating indebtedness represents advances made by that company.

† Mileage in Nebraska only.

‡ Funded debt for whole system.

TABLE III.
COST OF ROAD AND EQUIPMENT.

RAILROADS.	Road and Equipment	Per Mile	Proportion for Nebraska
Sioux City & Pacific Railroad.....	5553695	64151700 76	1393335 48
Fremont, Elkhorn & Missouri Valley Railroad.....	40096734	18 38235 07	35427468 81
Chicago, St. Paul, Minneapolis & Omaha Railway...	55916048	57 42502 64	9805358 71
Chicago, Kansas & Nebraska Railway.....	24849092	10 21058 57	*3223870 51
St. Joseph & Grand Island Railroad.....	13214220	26 52500 00	5946399 11
Union Pacific Railway.....	163341298	21 89565 82	41734028 37
Omaha & Republican Valley.....	7941952	05 16910 72	6796754 33
Burlington & Missouri River Railroad in Neb.....	†43211674	32 19848 37	43211674 32
Missouri Pacific Railway.....	46366735	35 43305 44	4045826 61
	400591450	68 41543 88	151584716 25

* Computed by the Board on a mileage basis.

† Cost of road in Nebraska only.

TABLE IV.
EARNINGS.

RAILROADS	Passenger	Express	Mails	Total	Per train mile	Freight	Per train mile	Miscellaneous earnings	Total earnings	Proportion of earnings for Neb.	Earnings per mile of road operated
S. C. & P.	\$ 242610 74	\$ 10298 01	\$ 22803 59	\$ 275712 34	.....	\$ 283116 07	.....	\$ 22447 15	\$ 581275 56	\$ 129827 70	\$ 4817 33
F., E. & M. V. ..	638371 63	67843 68	112304 29	808519 60	8375	1914732 41	1.544	64747 39	2787999 30	2566781 73	2458 88
C. St. P. M. & O. ..	1796244 31	91994 49	125033 94	2013272 74	77	4702636 95	1.64	24031 79	6740241 48	702243 58	2871 93
C., K. & N.	5:7287 66	16886 93	44589 74	588764 33	.....	1065654 68	.....	3231 06	1657650 07	161594 41	.....
St. Jo. & G. I. ...	202354 88	21960 00	19812 14	244127 06	.7044	610827 18	1.81	39013 31	893867 55	391905 37	3551 72
Union Pacific.	4736171 26	634297 13	574169 79	5944638 18	1.61	13700499 03	2.23	363941 22	20009078 43	5771733 59	10145 37
O. & R. V.	258373 22	15879 48	31464 45	305717 15	.57	693870 74	1.82	13129 84	1012717 73	866136 21	2156 46
B. & M.	2099005 21	179918 54	210656 72	2499580 47	1.25	4313436 20	1.81	85348 52	6888365 19	6888365 19	3248 77
Mo. Pacific.	1937797 11	220380 97	318146 39	2476324 47	.9499	6478735 15	1.7523	1459623 49	10414683 11	526982 96	7848 29
	\$ 1242216 02	1259459 23	1458981 09	15146656 34		33763808 41		2075513 77	50985978 52	17995570 74	

TABLE V.
OPERATING EXPENSES.

RAILROADS	Maintenance of way	Maintenance of motive power and cars	Conducting transportation	General expenses	Total	Per mile of road operated	Per train mile	Proportion for Nebraska	Taxes paid in Nebraska
S. C. & P.	150265 33	106533 12	86620 64	27183 41	370607 50	2129 75	.....	57396 76	3625 86
F., E. & M. V.	529997 99	144898 58	869852 71	114197 96	1658947 24	1443 78	1.3959	1507132 35	114841 11
C., St. P. M. & O.	1213636 88	614927 35	2404679 16	571437 00	4804680 39	2385 59	1.1566	583325 41	47005 95
C., K. & N.	353138 42	206538 23	717700 58	204496 11	1482173 34	.....	.....	222326 00	*696 89
St. Jo. & G. I.	157155 41	67792 55	301226 49	45101 12	571675 57	2271 12	.8398	258225 85	30024 51
Union Pacific....	1712117 55	2290323 55	4835858 30	1479865 38	10318064 78	5637 05	1.1291	3251111 89	268632 15
O. & R. V.	265227 63	131266 43	461619 42	64946 22	923059 70	1965 55	1.0896	810612 70	84673 07
B. & M.	1579762 89	563310 17	2190930 10	561165 38	4895168 54	2308 69	1.0999	4895168 54	†303093 17
Mo. Pacific.....	1493049 84	2497738 38	2230043 72	215334 76	6436166 70	5042 26	1.072	†365747 78	40077 75
	7455051 94	6623228 36	14098531 12	3287732 34	31460543 76	.....	.....	11951047 28	892670 46

* Computed by the Board on a mileage basis.

† Computed by the Board on the basis of expenses in this state as compared to expenses of whole system.

‡ Includes taxes.

TABLE VI.
SUBDIVISION OF OPERATING EXPENSES.

RAILROADS	Repairs of road-bed	Renewal of rails	Renewal of ties	Repairs of bridges, culverts, etc.	Repairs of road crossings, etc.	Repairs of buildings	Repairs of locomotives	Repairs of passenger cars	Repairs of freight cars
S. C. & P.....	\$ 25369 25	\$ 92350 53	\$ 7336 06	\$ 4519 90	.....	\$ 8094 55	\$ 33242 43	\$ 3300 08	\$ 12782 04
F., E. & M. V.	314614 63	119082 70	23471 04	28400 21	12887 12	25200 80	69600 51	20625 63	54672 44
C., St. F., M. & O..	629819 99	160764 56	143518 47	122775 64	32347 44	104227 85	296729 90	.....	*318197 45
C., K. & N.....	321279 27	.....	.....	4842 04	1782 71	25534 40	106515 11	34026 14	65996 98
St. Jo. & G. I.....	72149 21	12979 13	42719 87	19674 58	3503 87	6528 75	36888 74	12171 45	18732 36
Union Pacific.....	940887 46	131124 38	381439 61	117183 75	52535 49	86131 67	1173217 71	360461 70	685285 79
O. & R. V.	134837 84	15143 69	47691 12	52912 11	6368 34	8271 49	93407 21	9708 94	25071 34
B. & M.....	66932 03	371419 57	253106 11	206270 64	30926 19	48108 35	223269 88	89952 60	250057 69
Mo. Pacific.....	661521 01	247684 35	212525 14	167225 77	103438 42	167526 35	437825 24	141794 75	424106 43
	3770410 73	1150748 91	1111810 42	743804 64	243790 58	479624 21	2470796 73	672041 29	1854932 52

* Includes repairs on passenger cars.

TABLE VI.
SUBDIVISION OF OPERATING EXPENSES—Continued.

RAILROADS	Fuel for loco-motives	Water Supply	Oil and waste	Locomotive service, salaries, and wages	Passenger train service, salaries, and wages	Passenger train supplies	Mileage of passenger cars, Debit balance	Freight train service, salaries, and wages	Freight train supplies	Mileage freight cars, Debit balance
S. C. & P.	45564 05	709 66	.....	23022 30	8486 45	1506 13	3033 68	15207 41	210 16	6828 28
F., E. & M. V.	285588 97	6809 68	17799 31	194638 54	38730 31	8956 89	16085 97	85068 72	3177 94	.....
C., St. P., M. & O.	734428 69	31922 45	49009 37	481899 08	*324460 20	.....	.....	.....	†36048 80	20892 95
C., K. & N.	184169 80	28376 75	14034 91	181239 37	*106300 06	.....	.....	.....	†8413 26	4752 07
St. Jo. & R. I.	65492 67	10619 71	3524 61	54603 55	*63606 69	.....	4886 99	.....	†11440 15	.....
Union Pacific.	1292051 26	98416 51	60656 81	1196631 89	309811 10	53399 99	.....	628604 35	106387 86	56743 61
O. & R. V.	134191 08	22783 45	4473 15	92402 03	35516 01	4435 96	28249 36	29058 56	3629 43	3023 15
B. & M. in Neb.	553091 64	69947 88	29137 75	467569 40	*438363 44	.....	.....	.....	63374 70	77067 14
Mo. Pacific.	538778 96	50917 93	62520 66	664490 27	107313 58	70593 88	5355 30	593009 54	44489 63	22361 16
	4834357 14	320864 02	241156 57	3356486 43	1432387 84	137892 85	57611 30	1350948 58	275207 93	191669 24

* Includes freight train service.

† Includes passenger train supplies

TABLE VI.
SURDIVISION OF OPERATING EXPENSES—Continued.

RAILROADS	Outside agen- cies and ad- vertising	Miscellaneous and contin- gent	Stationery and printing	Insurance	Legal ex- penses	General su- perintend- ence	Station sup- plies	Agents and station ser- vice, salaries and wages	Loss and dam- age to prop- erty, cattle, baggage, etc.	Telegraph ex- penses
S. C. & P. R. R.	5621 61	14711 97	22317 00	1297 51	2696 15	3632 58	.....	4081 04	2025 42	2561 26
F., E. & M. V. R. R.	37932 59	22508 83	162723 90	18681 38	35344 74	9580 42	15 27	18851 59	16350 26	11546 85
C., S. P., M. & O. Ry.	110325 53	89401 83	491837 83	26140 43	154873 68	22525 86	15459 41	48007 57	34021 76	63512 78
C., K. & N. Ry.	38587 07	29297 80	142683 36	10783 93	62619 26	24 40	.....	37953 05	46678 52	28043 06
St. Jo. & G. I. R. R.	4906 08	78034 34	65159 89	30038 88	26203 18	2880 55	.....	7228 45	.....	.....
Union Pacific Ry.	30342 47	213179 12	739661 17	53997 35	548452 81	64742 35	77906 34	88064 10	89642 61	682315 62
O. & R. V. R. R.	630 8-	27252 37	68346 56	7627 43	36985 12	7743 98	3077 58	7050 31	3278 94	10089 23
B. & M. R. R. in Neb.	115009 59	71839 32	279088 31	63443 94	246257 21	34386 97	13871 71	113848 89	34841 31	80961 28
Mo. Pacific Ry.	194191 38	134288 04	688159 20	145806 27	210183 01	58480 87	32383 63	53479 58	88744 44	54769 91
	537547 20	680513 62	2659977 22	357815 12	1343615 16	204297 98	142277 01	378662 58	345583 26	933799 89

TABLE VII.
OPERATING EXPENSES COMPARED WITH EARNINGS.

RAILROADS	Operating expenses	Per mile of road operated	Per train mile	Total earnings	Per mile of road operated	Per train mile	Excess of earnings above operating expenses	Excess of earnings above operating expenses	Percent of expenses to earnings	Total taxes paid
S. C. & P. R. R.	\$ 370607 50 2129 75			\$ 581275 56 \$1817 33			\$ 210688 06	\$ 210688 06	65.47	\$ 18436 98
F., E. & M. V. R. R.	1658947 24 1443 78	1 3959		2787999 30 2458 88			1139052 06	1139052 06	59.50	125690 63
C., St. P., M. & O. R. R.	4804680 39 2385 59	1 1566		6740241 48 2871 93			1935561 09	1935561 09	71.28	260629 97
C., K. & N. Ry.	1482173 34			1657650 07			175476 73	175476 73	89.41	6146 01
St. Jo. & G. I. R. R.	637571 15 2533 06			893967 55 3204 60	1 3146		256396 40	256396 40	71.38	66470 03
Union Pacific Ry.	10888176 72 5971 48	1 1916		20009078 43 10145 37	2 1897		9120901 71	9120901 71	54.41	570111 94
O. & R. V. R. R.	1040515 23 2215 55	1 2283		1012717 73 1965 55	1 20				102.74	101668 86
B. & M. R. R. in Neb.	5198261 71 2451 66	1 168		6888365 19 3248 77	1 53		1690103 48	1690103 48	75.46	1028480 39
Mo. Pacific Ry.	6691085 09 5042 26	1 072		10414683 11 7848 29			3723598 02	3723598 02	61.80	254918 39
	32772018 37			50985978 52			18241757 55	18241757 55	77.97	2432553 20

TABLE VIII.
OPERATING EXPENSES, INTEREST, AND RENTAL COMPARED WITH INCOME.

RAILROADS	Total Income	INTEREST AND RENTAL				Total Operating Expenses, Interest, and Rental	Excess of Income over Operating Expenses, Interest, and Rental	FOR NEBRASKA	
		Total Operating Expenses and Taxes	Paid	Unpaid				Excess of Income over Oper- ating Ex- penses, In- terest, and Rental	Excess of Operating Expenses, Interest, Rental over In- come
S. C. & P.	54687 33	389044 48	112489 51	98689 20	600223 19	15535 86	16679 10	180892 86	60731 59
F. E. & M. V.	2780149 30	1784637 87	834705 41	39313 50	2658656 78	131492 52	118918 17	14892 15	296656 80
C, St. P., M. & O.	7366066 06	4904680 39	81743 25	6252658 82	1113407 24	897008 34	60731 59	374938 37	115374 95
C. K. & N.	1658516 26	1488319 35	41098 21	1026107 04	2555524 60	6608 44	557460 28	324579 17	374938 37
St. Jo. & G. I.	1055268 90	641877 34	420000 00		1061877 34	18516595 21	3428182 96	324579 17	374938 37
Union Pacific.	21944778 17	10888176 72	7386633 36	241785 13	18516595 21	1337720 30	324579 17	374938 37	115374 95
O. & R. V.	1013141 13	1040515 23	297205 07		7263303 56	9444961 02	2280137 28	189870 18	989125 36
B. & M.	6888365 19	5198361 71	2065041 85		324579 17	374938 37	115374 95	747218 91	
Mo. Pacific.	11725118 30	6691065 09	2748440 93	50455 00	9444961 02	2280137 28	189870 18	989125 36	747218 91
	55026090 64	32926598 18	13805614 34	1538093 12	49691540 82	5334549 82	1618670 18	989125 36	747218 91

*Includes \$2,162,433.39 placed in the Sinking Fund, and other expenses.

†Computed by the Board.

TABLE IX.
TRACK IN NEBRASKA—MILES.

RAILROADS	Owned	Leased	Total	Double track	Sidings	Computed as a single track main line only	Steel rails	Iron rails
S. C. & P. R. R.....	26.95	.....	26.95	.....	5.50	26.95	26.95	.....
F., E., & M. V. R. R.....	926.57	.....	926.57	.....	72.25	926.57	814.16	112.41
C., St. P. & O. Ry.....	244.52	.....	244.52	.....	43.65	244.52	154.91	89.61
C., K. & N. Ry.....	141.50	.....	141.50	.....	20.40	141.50	141.50	.....
* K. C. & O. R. R.....	193.69	.....	193.69	.....	12.50	193.69	193.69	.....
St. Jo. & G. I. R. R.....	113.70	.....	113.70	.....	7	113.70	113.70	.....
Union Pacific Ry.....	465.96	.....	465.96	5.94	137.43	471.90	471.90	.....
O. & R. V. R. R.....	401.92	.....	401.92	.....	36.27	401.92	401.92	.....
B. & M. R. R. in Neb.	739.08	1376.55	2115.64	4.66	296.30	2120.30	1582.68	537.62
Mo. Pacific Ry.....	193	.....	193	.....	40.55	193	193	.....
Pacific Railway.....	71.21	.....	71.21	.....	2.35	71.21	71.21	.....
	3518.11	1376.55	4894.66	10.60	684.20	4905.26	3865.70	1039.56

* No report made. Figures taken from report to Board of Equalization. Gauge 4 ft. 8½ in.

TABLE X.
MILEAGE TRAFFIC—NEBRASKA.

RAILROADS	TRAIN MILEAGE				Total train mileage	Number of passengers carried	Number of passengers carried one mile	Average distance traveled	RATES PER PASSENGER		Passenger earnings per mile of road	Passenger earnings per train mile	Average cost to move one passenger one mile
	Passenger trains	Freight trains	Average num- ber cars in freight trains	Mixed trains					Average amt paid by each passenger of fare per mile	Average rate of fare per mile			
S. C. & P.	33258	18614	16	.....	51872	64677	1156139	18	.45	.0249	1093	69	.....
F., E. & M. V.	670630	1073804	21	94872	1839216	355753	20384839	57	1.58	.0276	.....	.....	.....
C., St. P., M. & O.	180585	323724	12	.....	504309	108410	5359790	49.44	1.35	.0259	567	50	.77
C. K. & N.	115391	203117	15	.....	318508	57929	1574425	27.18	.733	.0269	.....	.....	.....
St. Jo. & G. I.	346562	333445	19	.....	680007	201240	7495141	37.24	.985	.0265	969	91	.7044
Union Pacific.....	974776	2070470	26	.....	3045246	*2536930	*210685709	83.04	1.89	.0228	3051	78	1.46
O. & R. V.	354592	369233	13	.....	723825	*347672	*9858257	28.35	.76	.0268	561	57	.64
B. & M. in Neb.	2064885	2292866	22	93283	4450434	1487237	.....	.....	1.40	.....	1174	16	1.25
Mo. Pacific.....	2606827	3635121	22.4	.....	6241948	2404590	103960337	43.24	1.0298	.0238	.....	.....	.....
	7347506	10319794		1880665	17029564	7554438	380474737						

* Entire line.

TABLE XI.
FREIGHT TRAFFIC AND CAR MILEAGE—NEBRASKA.

RAILROADS	No. of tons of freight carried	No. of tons of freight carried one mile	No. miles run by loaded freight cars	No. miles run by empty freight cars	Percentage of empty cars hauled to full	Average distance hauled of one ton	Average rate per ton per mile in cents	Freight earnings per mile of road	Freight earnings per train mile	Average cost per ton per mile to move freight, in cents
S. C. & P.	263490	4116404	234388	163505	69.75	16.00	2.030	3099.70	4.487	.....
F., E. & M. V.	679863	101655760	13155670	7013415	53.31	150.00	1.780	1728.75	1.544	.....
C., St. P., M. & O.	301357	47915763	2860272	1289325	45.42	159.00	1.110	2181.42	1.640	.940
C., K. & N.	129106	8816937	918299	318608	.....	63.25	1.057	.....	.....	.....
St. Jo. & G. I.	*345471	*41502487	3910489	1473008	.....	120.13	1.456	2400.65	1.810	.691
Union Pacific.	4372580	*1170723585	*42553355	*10370930	24.37	*267.74	1.170	8470.89	1.910	.590
O. & R. V.	*615048	*42926913	*3587906	*1256323	35.01	69.79	1.616	1476.06	1.610	.513
B. & M. in Neb.	2292795	265367545	37522971	15394657	.....	.....	1.030	2034.35	1.810	.....
Mo. Pacific.	*3798976	*626385245	*57476168	*24073118	29.52	.....	.....	.....	.....	.76
	12798686	2309410739	162219518	61362789	.....	.....	.....	.....	.....	.....

* Entire line.

TABLE XII.
EQUIPMENT.

RAILROADS	LOCOMOTIVES				CARS							
	Locomotives	Max. weight	Min. weight	With train brake	Passenger	Baggage, etc.	Parlor, etc.	Box freight	Stock	Platform, other and coal	Total	With train brake
S. C. & P.....	1257	45	5	5	8	5	.....	90	20	46	16	190
F., E. & M. V.....	7757	50	65	31	19	19	.....	1400	690	600	34	2774
C., St. P., M. & O.....	22789	54	149	95	47	6	.....	4932	410	2123	181	7794
C., K. & N.....	9370	41	12	32	21	4	.....	2850	400	300	313	3920
St. Jo. & G. I.....	2668	46	26	12	5	.....	.....	454	99	84	16	630
Union Pacific.....	41292	61	383	225	91	53	.....	4868	1128	1802	254	8525
O. & R. V.....	1975	81	19	3	2	.....	.....	256	9	112	1	383
B. & M. in Neb.....	15071	54	148	65	46	.....	.....	*3491	.....	1393	102	5097
Mo. Pacific.....	30894	72	83	172	52	48	.....	5054	1074	4393	560	11353
	1324	...	990	643	288	111	.....	23395	3830	10853	1481	40601
												7449

* Includes stock cars.

TABLE XIII.

BRIDGES, BALLAST, AND CROSSINGS IN NEBRASKA.

RAILROADS		BRIDGES			BALLAST					CROSSINGS									
										Railroad			Highway						
										At grade			Over or under	At grade	Over track	Under track	18 feet above track	Not 18 feet above track	At which are flagmen
Iron	Wooden	Combination	Stone	Gravel	Cinders	Earth	Burnt clay			At grade	Over or under	At grade	Over track	Under track	18 feet above track	Not 18 feet above track	At which are flagmen		
S. C. & P.	62	1				26.95				1		31							
F. E. & M. V.	11445	1		74		852				24	1	396	10	26	10				
C., St. P., M. & O.	627	1				244.52				1									
C., K. & N.	16	146	.60			141.30				8	1	210	3	12	3				
St. Jo. & G. I.	191	1				113.70				7									
Union Pacific.	6	461	.40	2.60		466	2.90			7	3	365	2	4	2				
O. & R. V.	501	1				401.92				17		596	7						
B. & M. in Neb.	7	1982	70.32	169.49	15.00	1865.49				45	25	2165	21	43	21				
Mo. Pacific.		313				193				7	2	194	3	5		1	5		
	30	5728	5	71.33	246.09	15.00	4305.88	2.90	117	32	3959	39	97	36	1	31	1		

TABLE XIV.
NEBRASKA TONNAGE CLASSIFIED.

RAILROADS																
Grain, flour, and mill stuffs	Beef, poultry, game, and fish	Live stock	Fruit, vegetables, and seeds	Coal and coke	Salt	Stone, brick, cement, sand, etc.	Machinery and castings	Agricultural implements	Wool	Lumber	Petroleum and other oils	Wines and liquors	Wagons, carriages, tools, etc.	Hides and leather	Household goods and furniture	
S. C. & P.	53480	179	16971	3953	45376	2097	18386	324	1392	15	44305	1618	487	115	171	1006
F., E. & M. V.	239271	583	103802	7346	69868	4282	34467	1095	5130	160	84602	3052	4593	504	1497	11920
C., St. P., M. & O.	91492	345	33034	832	6191	91	7942	939	988	136	14622	41	1154	25	.....	654
C., K. & N.	1-688	60	10802	148	8642	862	2519	115	149	51	7227	42	112	22	58	877
St. Jo. & G. I.	716	.....	151	89	109	.....	5252	93	69	.....	1917	.....	45	4	1	234
Union Pacific	292508	111771	264659	43860	411663	15147	102376	16447	14611	6997	201892	.....	22301	15221	4533	32642
O. & R. V.	198689	4053	68784	6464	66380	3211	49635	1999	2812	28	57376	.....	2841	1178	703	7869
B. & M. in Neb.	609512	27272	223480	16489	409787	16894	226448	3808	12816	1841	304965	.....	12513	3465	3685	34665
Mo. Pacific	5988	.....	35240	.....	168	.....	.....	.....	.....	.....	5004	.....	.....	.....	.....	.....
	1510344	144263	756923	79181	1018184	42584	430475	25020	37697	9228	721910	4754	44046	20534	10630	89887

TABLE XIV.

NEBRASKA TONNAGE CLASSIFIED—Continued.

RAILROADS	RAILROADS					Total
	General merchan- dise	Railroad material	Hay	Miscellane- ous	Ore	
S. C. & P.	57668	.....	2627	8080	5239	263490
F., E. & M. V.	55450	.....	10747	39021	3391	679863
C., St. P., M. & O.	28679	3326	3326	.....	936	191427
C., K. & N.	4057	158	8227	1806	298	64920
St. Jo. & G. I.	136	.....	749	3261	.....	12826
Union Pacific	486085	21847	46222	10617	28983	2249102
O. & R. V.	51377	1317	5295	.....	.....	530011
B. & M. in Neb.	314005	.....	21166	.....	49984	2292795
Mo. Pacific	73416	.....	852	.....	.....	120668
	1070873	23322	99211	160785	88731	6405102

TABLE XV.
ACCIDENTS TO PERSONS.

RAILROADS	KILLED													INJURED																
	Passengers	Employees	Total	Derailments	Collisions	Caught in frogs	Coupling cars	Fell from trains	Getting on and off trains	Highway crossings	Miscellaneous	Stealing rides	While intoxicated	Trespassing on track	Passengers	Employees	Others	Total	Derailments	Collisions	Caught in frogs	Coupling cars	Fell from trains	Highway crossings	Miscellaneous	Getting on and off trains	Stealing rides	Trespassing on track	While intoxicated	
S. C. & P.	1	1	2	1	1	1	1	2	1	1	2	1	1	2	7	40	3	85	8	2	2	1	1	39	9	8	1	26	1	
F., E. & M. V.	4	4	8	1	1	1	1	1	1	1	1	1	1	2	19	1	20	3	5	3	2	2	3	9	8	1	8			
C., St. P., M. & O.	3	3	6	1	1	1	1	1	1	1	1	1	1	1	58	2	69	7	7	3	1	24	8	9	1	18	1			
C., K. & N.	3	3	6	1	1	1	1	1	1	1	1	1	1	1	3	1	4	4	4	3	3	3	3	3	3	3	3			
St. Jo. & G. I.	1	2	3	1	1	1	1	3	2	2	1	4	7	2	23	17	42	1	4	1	1	6	3	4	1	7	6	3		
Union Pacific	2	7	13	22	3	3	3	3	3	2	1	4	7	2	7	1	10	2	2	1	1	1	1	1	1	6	1			
O. & R. V.	2	2	4	1	1	1	1	1	1	1	1	1	1	1	250	17	301	2	46	1	143	31	28	1	34	1	3	9	2	
B. & M. in Neb.	8	17	25	2	2	2	2	5	4	11	3	4	5	34	2	4	6	6	6	6	6	6	6	6	6	6	6	6		
Mo. Pacific	1	3	4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
	1242	3387	2	8	3	8	9	11	216	8	515	51	451	43	545	1755	3	219	53	51	5	109	210	18	5	109	210	18	5	

REPORT
OF THE
SIOUX CITY & PACIFIC RAILROAD COMPANY,
FOR THE YEAR ENDING JUNE 30, 1888.

GENERAL INFORMATION.

Name of common carrier making this report? Sioux City & Pacific R. R. Co.

Date of organization? August 1, 1864.

Under laws of what government, state, or territory organized? Iowa.

With what other companies consolidated? Northern Nebraska Air Line R. R., acquired branch, Missouri Valley to California J., from C. R. & M. R. R., by purchase.

Date and authority for each consolidation? September 15, 1868, consolidated with Northern Nebraska Air Line R. R., under general law. July 31, 1871, purchase of branch, Missouri Valley to California Junction.

Location of general offices? Cedar Rapids, Iowa, and Chicago, Ill.

Location of operating offices? Omaha, Neb., and Chicago, Ill.

Date when main line was opened for business?

Missouri Valley to California Junction... 5.84 mi... Aug., 1867

California Junction to Sloan.....49.50 mi...Dec., 1867

Sloan to Sioux City20 mi...Mar., 1868

California Junction to Fremont.....32.08 mi...Feb., 1869

Name of every transportation line the operations of which are included in the revenue account, on page 18? Sioux City & Pacific R. R., 107.42 miles.

NAMES OF DIRECTORS.

Marvin Hughitt, Chicago, Ill., May, 1889.

Albert Keep, Chicago, Ill., “

M. L. Sykes, New York, N. Y., “

W. H. Stennett, Chicago, Ill., “

David P. Kimball, Boston, Mass., “

Horace Williams, Clinton, Ia., “

P. E. Hall, Cedar Rapids, Ia., “

M. M. Kirkman, Chicago, Ill., “

J. B. Redfield, Chicago, Ill., “

Date of annual meeting of stockholders for election of directors?

Third Wednesday in May.

Total number of stockholders at date of last election? Seventy-one.

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President—M. Hughitt, Chicago, Ill.

Vice President—M. L. Sykes, New York, N. Y.

Secretary—J. B. Redfield, Chicago, Ill.

Treasurer—M. M. Kirkman, “

Chief Engineer—J. E. Ainsworth, Omaha, Neb.

General Attorney—J. B. Hawley, “

Assistant Secretary and Assistant Treasurer, H. V. Ferguson, Cedar Rapids, Iowa.

Comptroller—M. M. Kirkman, Chicago, Ill.

Auditor—J. B. Redfield, “

General Manager—W. F. Fitch, Omaha, Neb.

General Superintendent—W. C. Halsey, “

Division Superintendent—W. F. Look, Missouri Valley, Ia.

Superintendent Telegraph—E. C. Harris, Omaha, Neb.

General Freight Agent—K. C. Morehouse, “

General Passenger Agent—J. R. Buchanan, “

General Baggage Agent—O. W. Whittlesey, “

Land Commissioner—Chas. E. Simmons, Chicago, Ill.

CAPITAL STOCK.

	Number of shares	Par value of shares	Total par value	Total amt. issued and outstanding	What preference has the pre- ferred stock
Capital stock authorized—					
Common	\$60000	\$100 00	\$6000000	\$1899400	Interest at 7 per cent per an- num, payable semi-annually on Apr. 1 and Oct. 1, secured by 1st mort. on road bet. Mo. Val. and Cal. Jct., Iowa
Preferred.....		100 00		169000	
Total				\$2068400	
Manner of payment for capital stock						Total realized

Issued for construction, common.....\$1899400

Issued for purchase of road, preferred..... 169000

Amount of capital per mile of road, \$19,255.26.

Amount of capital stock issued on the road in Nebraska (propor-
tional), \$518,929.25.

FUNDED DEBT.

Class of bond or obligation	Date of issue.	Time When due	Amount of au- thorized issue	Amount actually issued (outstdg.)	Character and extent of lien or security.	INTEREST When Paid A'crued payable. dur'g and un- year. paid (in. due Jul 1
1st mort. bonds	Jan. 1, '68	Jan. 1, '98	1628000	1628000	1st mtg. road & 6 eqpt. Sioux Cy. to Fremt.	Jan. 1 & 96690 19075400 July 1.
U. S. sub. bds...	Mar. 10, '68	Mar. 10, '98	792000	1628320	2d mtg. do..... 6	On matu- rity of bonds
	Mar. 30, '68	Mar. 30, '98	320000			
	Mar. 3, '60	Mar. 3, '99	516320			
Total.....				3256320		96690 2051868 49

Proportion for 26.95 miles in Nebraska, \$816,959.60.

Interest accrued during the year, \$195,379.20.

FLOATING OR UNFUNDED DEBT.

For what incurred.	FORM OF DEBT.				Total.	INT. PAID DURING YR. Amount.
	Auditors' Vouchers and accounts due, including pay-rolls.	Traffic Balances.	Interest over-due and accruing, and dividends unpaid.			
For construction, equipment, interest on funded debt, rentals, operating expenses, miscellaneous.....	\$52938 33	\$11424 36	\$2054826 00	\$2119188 69		\$3969 51
Total.....	52938 33	11424 36	2054826 00	2119188 69		3969 51

RECAPITULATION OF DEBT ACCOUNTS.

Accounts.	Amount.	Amount per mile of road.
Capital stock.....	\$2068400 00	\$19255 26
Funded debt	3256320 00	30313 90
Floating debt	2119188 69	19728 07
Total.....	\$7448908 69	\$69297 23

FLOATING OR UNFUNDED DEBT ON ACCOUNT OF THE ROAD IN NEBRASKA (PROPORTIONAL).

For what incurred.	FORM OF DEBT.				Total.	INT. PAID DURING YR. Amount.
	Auditor's vouchers and accounts due, including pay-roll.	Traffic Balances.	Interest over-due and dividends unpaid.			
For construction, equipment, interest on funded debt, rentals, operating expenses, miscellaneous.....	\$13281 40	\$2866 20	\$515533 89	\$531671 49		\$995 89
Total.....	13281 40	2866 20	515533 89	531671 49		995 89

RECAPITULATION OF DEBT ACCOUNTS.

Accounts.	Amount.	Amount per mile of road.
Capital stock.....	\$518929 25	\$19255 26
Funded debt	816959 60	30313 90
Floating debt	531671 49	19728 07
Total	\$1867560 34	\$69297 23

**STATEMENT OF PERMANENT IMPROVEMENTS FOR
THE YEAR, NOT INCLUDED IN STATE-
MENT OF OPERATING EXPENSES.**

Construction—

Land	\$ 105 75
Fences.....	285 28
Grading and masonry.....	1369 85
Rails	618 85
Ties.....	376 63
Other superstructure.....	2506 86

Buildings—

Fuel and water stations, passenger and freight stations, engine house, car sheds, and turn-tables, machine shops, car shops, etc.....	5691 95
---	---------

Total construction.....\$10950 12

Grand total, construction and equipment..... 10950 12

**STATEMENT OF PERMANENT IMPROVEMENTS ON
ROAD IN NEBRASKA FOR THE YEAR, NOT
INCLUDED IN STATEMENT OF
OPERATING EXPENSES.**

Items.	Charges for account of im- provements, etc.	Credits, prop- erty, and material sold.	Differences or net addi- tions to property, etc.
Construction—			
Fences.....	.....	\$5 00	.....
Grading and masonry.....	\$409 90	.....	\$409 90
Rails	213 85	.....	213 85
Ties.....	354 20	.....	354 20
Other superstructure.....	840 31	.....	840 31
Buildings—			
Fuel and water stations, passenger and freight station, engine house, car sheds and turn-tables, machine shops, car shops, etc.	1080 67	.....	1080 67
Total construction...	\$2898 93	\$5 00	\$2893 93
Grand total, construction and equipment	2898 93	5 00	2893 93

COST OF ROAD AND EQUIPMENT.

Items	Total cost to June 30, 1887.	Net addi- tions during year.	Total cost to June 30, 1898.	Cost per mile.
Cost of road—				
Land		\$105 75		
Fences		285 23		
Grading and masonry		1369 85		
Rails		613 85		
Ties.....		376 63		
Other super- structure		2506 86		
Buildings.....		5691 95		
Total cost road		10950 12		
Grand total, cost road and equipment....	5542745 52	\$10950 12	\$5553695 64	\$51700 79

COST OF ROAD AND EQUIPMENT CHARGED TO THAT
PORTION OF THE ROAD IN NEBRASKA.

Items.	Total cost to June 30, 1887.	Net addi- tions during year.	Total cost to June 30, 1887.	Cost per mile.
Cost of road—				
Fences		5 00 Cr.		
Grading and masonry.....		409 90		
Rails		213 85		
Ties		354 20		
Other super- structure		840 31		
Buildings		1080 67		
Total cost road		\$2893 93		
Grand total, cost road and equipment ...	1390588 82	\$2893 93	\$1393335 48	\$51700 76

REVENUE OR INCOME ACCOUNT.

Income from earnings, page 22.....	\$581275	56
Operating expenses.....	370607	50
		<hr/>
Net earnings from operation	210668	06
Income from other sources—		
Miscellaneous	3411	77
		<hr/>
Gross income less operating expenses	214079	83
Deductions from income—		
Interest on funded debt, page 10.....	195879	20
Interest on floating debt, page 12	3969	51
Interest on preferred stock.....	11830	00
Taxes.....	18436	98
		<hr/>
Total deductions	229615	69
Net income from all sources—deficit.....	15535	86
Deficit for year.....	15535	86

REVENUE OR INCOME ACCOUNT IN NEBRASKA.

Income from earnings, page 22 (actual).....	\$129827	20
Operating expenses, pages 28–30 (approximate).....	57396	76
		<hr/>
Net earnings from operation.....	72430	44
Income from other sources—		
Miscellaneous (proportional)	855	96
		<hr/>
Gross income less operating expenses.....	73286	40
Deductions from income—		
Interest on funded debt, page 10 (pro- portional).....	\$49017	59
Interest on floating debt, page 10 (pro- portional).....	995	89

Interest on preferred stock (proportional).....	\$ 2967 96
Taxes (actual)	3625 86
Total deductions	<u>\$ 56607 30</u>
Surplus for year (approximate)	16679 10

ANALYSIS OF EARNINGS.

Passenger.....	\$275712 34
Passengers	\$242610 74
Mail	22803 59
Express	10298 01
Freight.....	283116 07
Freight	283116 07
Miscellaneous.....	22447 15
	<u>581275 56</u>

ANALYSIS OF EARNINGS FOR NEBRASKA.

Passengers	\$35423 30
Passengers	\$29474 94
Mail	5088 63
Express.....	859 73
Freight.....	83537 04
Freight.....	83537 04
Miscellaneous	10866 86
Total	<u>129827 20</u>

ANALYSIS OF OPERATING EXPENSES (WHOLE ROAD)

CONDUCTING TRANSPORTATION.

PASSENGER DEPARTMENT.

NAME OF ACCOUNT.	PASSENGER. (Estimated.)	FREIGHT. (Estimated.)	TOTAL.
Advertising	\$ 288 65	.....\$	288 65
Agents, station—salaries and ex- penses	4850 67	.....	4850 67
Baggage-masters on trains, wages.	1802 83	.....	1802 83
Baggage-masters at stations, wages	1828 18	.....	1828 18
Brakemen and porters on trains, wages	2419 31	.....	2419 31
Car cleaners, wages.....	2060 48	.....	2060 48
Car cleaning, material used	145 01	.....	145 01
Car fuel and lights	1506 13	.....	1506 13
Cars, rent of (balance of account)	3033 68	.....	3033 68
Commissions paid on tickets sold.	1028 25	.....	1028 25
Conductors, salaries.....	3444 02	.....	3444 02
Damage to property.....	265 08	.....	265 08
Damage to live stock	215 99	.....	215 99
Damage to individuals.....	606 39	.....	606 39
Loss and damage, baggage.....	379 30	.....	379 30
Mail, expense of weighing, etc....	582 12	.....	582 12
O. W. & T. P. C.....	238 17	.....	238 17
Printing and stationery.....	1128 15	.....	1128 15
Station expenses not specified.....	130 48	.....	130 48
Station fuel and light	464 83	.....	464 83
Station labor (except salaries of agents and clerks).....	339 15	.....	339 15
Station rent and repairs	584 06	.....	584 06
Telegraph, salaries and supplies...	1708 57	.....	1708 57
Union depots, proportion of ex- pense	254 60	.....	254 60
Other expenses not enumerated...	347 87	.....	347 87

FREIGHT DEPARTMENT.

Agents, general, and clerks—salaries and expenses.....	\$ 196 25	\$ 196 25
Agents, station—salaries and expenses.....	10234 38	10234 38
Brakemen on trains, wages.....	5160 41	5160 41
Car fuel and lights.....	210 16	210 16
Cars, rent of (balance of account).....	6828 28	6828 28
Conductors, salaries.....	3791 03	3791 03
Damage to property.....	1026 41	1026 41
Damage to live stock.....	215 38	215 33
Damage to individuals.....	11714 40	11714 40
Loss and damage, goods.....	289 07	289 07
O. W. & T. F. C.....	129 12	129 12
Printing and stationery.....	1211 82	1211 82
Station expenses not specified.....	269 82	269 62
Station labor (except salaries of agents and clerks).....	5564 62	5564 62
Station fuel and light.....	432 38	432 38
Station rent and repairs.....	595 01	595 01
Telegraph, salaries and supplies.....	2244 02	2244 02
Yard men and switch tenders.....	6126 65	6126 65
Other expenses not enumerated....	1229 51	1229 51

MOTIVE POWER.

Engineers and firemen, passenger engines—wages.....	\$10426 10	10426 10
Engineers and firemen, freight engines—wages.....	9265 30	9265 30
Engineers and firemen, switch engines—wages.....	1766 70	1123 37
Engine houses and machine shops—fuel and light.....	1404 46	893 04
Engine houses, machine shops, and turn-tables—repairs of.....	2148 13	1865 91
		3514 04

Locomotives, passenger — furniture and fixtures	\$ 59 07	\$.....	\$ 59 07
Locomotives, passenger—fuel, oil, waste, etc.....	12839 30	.....	12839 30
Locomotives, passenger — repairs of	5588 81	.....	5588 81
Locomotives, freight — furniture and fixtures.....	.....	58 80	58 80
Locomotives, freight — fuel, oil, waste, etc.....	.....	23384 97	23384 97
Locomotives, freight—repairs of ..	.....	8518 71	8518 71
Locomotives, rent of freight (balance of account) .....	.....	7092 28	7092 28
Printing and stationery	41 72	26 53	68 25
Stations for fuel and water—wages of attendants	483 82	275 84	709 66
Stations for fuel and water—repairs of.....	1850 04	1176 36	3026 40
Superintendence motive power	1795 84	1141 90	2937 74
Tools and machinery—renewals and repairs	4200 26	2670 77	6871 03
Watchmen—wages	269 48	171 35	440 83
Labor—not specified above	7489 16	4762 05	12251 21
Other expenses not specified.....	118 25	75 19	198 44

MAINTENANCE OF WAY.

Ballast—cost of	1155 55	734 76	1890 31
Ballast—labor handling.....	1117 14	710 34	1827 48
Bridges, repairs of—material.....	1480 97	941 68	2422 65
Bridges, repairs of—labor	1229 53	781 81	2011 34
Cross-ties—cost of.....	3902 87	2481 67	6384 54
Cross-ties, labor laying.....	581 66	369 86	951 52
Frogs and switch fixtures—cost of	1119 86	712 07	1831 98
Frogs and switch fixtures—labor placing.....	88 86	56 50	145 86

Rails (iron or steel)—cost of.....	\$44263 45	\$28145 27	\$72408 72
Rails (iron or steel)—labor laying	1891 21	1202 54	3093 75
Crews of working trains.....	385 75	245 28	631 03
Printing and stationery	18 42	11 71	30 13
Section foremen.....	3513 25	2233 92	5747 17
Section and tool houses—renewals and repairs.....	203 53	129 41	332 94
Superintendence maintenance of way	457 34	290 80	748 14
Telegraph—material.....	2 79	1 76	4 55
Telegraph—labor.....	196 82	125 15	321 97
Tools and machinery—renewals and repairs.	287 99	183 12	471 11
Track repairing and cleaning— labor.....	8225 59	5230 30	18455 89
Watchmen at roadways and bridges.....	52 52	33 39	85 91
Other expenses not specified	9456 13	6012 76	15468 89

MAINTENANCE OF CARS.

Passenger, repairs of—material used	662 98	.....	662 98
Freight, repairs of—material used .....	.....	5488 19	5488 19
Baggage, repairs of—material used	258 31	.....	258 31
Cars, all kinds, repairs of—labor.	3488 32	2218 07	5706 39
Car shops—fuel and light	87 20	55 45	142 65
Car shops and sheds, repairs of— material	25 74	16 36	42 10
Car shops and sheds, repairs of— labor.....	18 74	11 91	30 65
Printing and stationery	8 48	5 40	13 88
Superintendence car department...	185 72	86 28	222 00
Tools and machinery—repairs and renewals.....	623 31	396 33	1019 64
Other expenses not enumerated ...	347 11	220 71	567 82

GENERAL EXPENSES.

GENERAL EXECUTIVE DEPARTMENT OF THE SYSTEM.

President and assistants—salaries and expenses.....	\$ 9 17	\$ 5 83	\$ 15 00
Vice presidents and general managers—salaries and expenses ...	31 54	20 06	51 60
Secretary, assistants and clerks—salaries and expenses.....	73 36	46 64	120 00
Comptroller, assistants and clerks—salaries and expenses.....	866 78	233 22	600 00
Treasurer, assistants and clerks—salaries and expenses.....	366 78	233 22	600 00
All office expenses of above named officers	170 99	108 72	279 71

LEGAL DEPARTMENT.

General counsel and assistants—salaries and expenses.....	798 12	507 49	1305 61
Special counsel and attorneys—fees, retainers, and expenses....	898 55	571 35	1469 90
Cost of all legal proceedings conducted by these officers	288 79	180 45	464 24
All other expenses.....	240 14	152 69	392 83

ACCOUNTING DEPARTMENT.

General auditor, assistants and clerks—salaries and expenses...	314 82	200 18	515 00
Traveling auditors—salaries and expenses.....	254 30	161 70	416 00
Cashiers and paymasters—salaries and expenses	188 39	116 61	300 00
Books, printing, and stationery...	18 31	11 65	29 96
Passenger auditor, clerks and employes—salaries and expenses...	808 33	.....	808 33

Books, printing, and stationery \$	6 02	\$.....	\$ 6 02
Freight auditor, clerks and employees—salaries and expenses... ..		991 68	991 68
Books, printing, and stationery... ..		78 15	78 15
Car accountant and assistants—salaries and expenses.....	383 28	243 71	626 99

TRAFFIC DEPARTMENT.

General traffic manager—salary and expenses.....	752 25	478 33	1230 58
Assistants and clerks—salaries and expenses.....	189 78	120 68	310 46
General agents (not on line of road)—salaries and expenses....	11 00	7 00	18 00
All incidental and office expenses of above.....	48	27	70
General freight agent, clerks and assistants—salaries and expenses.....		2864 82	2864 82
General claim agent, clerks and assistants—salaries and expenses.....	7 21	4 59	11 80
Freight agents (not on line of road)—salaries and expenses		168 47	168 47
Books, printing, and stationery... ..	274 77	174 71	449 48
Office expenses.....	64 75	41 17	105 92
All other expenses of above officers.....	76 28	48 47	124 70
General passenger agents, clerks and assistants—salaries and expenses.....	1198 46	.....	1198 46
General baggage agents—salaries and expenses	167 78	.....	167 78
Passenger agents (not on line of road)—salaries and expenses....	865 74	865 74

NEBRASKA BOARD OF TRANSPORTATION.

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Advertising	\$ 117 03	\$ 74 42	\$ 191 45.
Books, printing, and stationery...	171 43	109 00	280 43.
Office expenses	29 92	19 03	48 95.
All other expenses of above officers.....	55 05	35 00	90 05.

OPERATING DEPARTMENT.

General superintendent, assistants and clerks—salaries and expenses.....	407 42	259 06	666 48.
Division superintendents, assistants and clerks—salaries and expenses.....	1683 80	1070 65	2754 45.
Train dispatchers, assistants and clerks—salaries and expenses...	517 42	329 01	846 43
Chief engineer, assistants and clerks—salaries and expenses...	685 81	436 08	1121 89
Chief surgeon, assistants and clerks—salaries and expenses...	110 02	69 96	179 98
General store-keeper and assistants—salaries and expenses.....	928 25	590 24	1518 49.
Superintendent of telegraph and assistants—salaries and expenses.....	615 37	391 29	1006 66.
Telegraph operators—salaries and expenses.....	169 62	107 85	277 47
Telegraph supplies	35 68	22 69	58 37
Books, printing, and stationery...	479 73	305 04	784 77
All other expenses not enumerated	356 20	226 50	582 70
Office expenses.....	117 31	74 60	191 91

Total.....180166 88 190441 12 370607 50

Grand total \$370607 50

Percentage of operating expenses to earnings..... 63 $\frac{75}{100}$

ANALYSIS OF OPERATING EXPENSES FOR NEBRASKA (APPROXIMATE.)

CONDUCTING TRANSPORTATION.

PASSENGER DEPARTMENT.

NAME OF ACCOUNT.	PASSENGER. (Estimated)	FREIGHT. (Estimated)	TOTAL. (Approx.)
Advertising	\$ 47 37	.....	\$47 37
Agents, station—salaries and ex- penses.....	1218 52	.....	1218 52
Baggage masters at stations, wages	535 87	.....	535 87
Car cleaners, wages.....	24 69	.....	24 69
Car cleaning, material used.....	80	.....	80
Car fuel and lights.....	22 17	.....	22 17
Cars, rent of (balance of accounts)	9 42	.....	9 42
Commissions paid on tickets sold..	17 95	.....	17 95
Damage to property.....	4 29	.....	4 29
Damage to live stock.....	11 39	.....	11 39
Damage to individuals	500 59	.....	500 59
Loss and damage, baggage.....	4 23	.....	4 23
Mail, expense of weighing, etc....	171 67	.....	171 67
O. W. & T. P. C.....	54	.....	54
Printing and stationery	188 21	.....	188 21
Station expenses not specified.....	14 89	.....	14 89
Station fuel and light.....	175 38	.....	175 38
Station labor, except salaries of agents and clerks.....	19 65	.....	19 65
Station rent and repairs.....	44 16	.....	44 16
Telegraph, salaries and supplies...	466 31	.....	466 31
Union depots, proportion of ex- pense	3 35	.....	3 35
Other expenses not enumerated....	65 76	.....	65 76

FREIGHT DEPARTMENT.

Agents, station—salaries and expenses.....\$.....	\$4424 85	\$4424 85
Brakemen on trains, wages	1183 44	1183 44
Car fuel and lights	44 43	44 43
Cars, rent of (balance of account)	1076 34	1076 34
Conductors, salaries.....	841 45	841 45
Damage to property	112 73	112 73
Damage to live stock	106 00	106 00
Damage to individuals	10998 88	10998 88
Loss and damage, goods.....	88 70	88 70
O. W. & T. F. C	15 37	15 37
Printing and stationery	372 35	372 35
Station expenses not specified.....	71 04	71 04
Station labor (except salaries of agents and clerks).....	2498 78	2498 78
Station fuel and light.....	110 73	110 73
Station rent and repairs	117 18	117 18
Telegraph, salaries, and supplies..	1289 12	1289 12
Yard men and switch tenders.....	1917 16	1917 16
Other expenses not enumerated ...	109 74	109 74

MOTIVE POWER.

Engineers and firemen, passenger engines—wages.....	351 44	.....	351 44
Engineers and firemen, freight engines—wages .....	.....	2389 97	2389 97
Engineers and firemen, switch engines—wages	88	22 06	21 18
Engine houses and machine shops—fuel and light	9 33	224 03	233 36
Engine houses, machine shops, and turn-tables—repairs of.....	14 01	336 28	350 29
Locomotives, passenger—furniture and fixtures.....	58	.....	58

Locomotives, passenger—fuel, oil, waste, etc.....	\$ 384 64	\$.....	\$ 384 64
Locomotives, passenger—repairs of.....	78 80	.....	78 80
Locomotives, freight—furniture and fixtures.....	.....	13 50	13 50
Locomotives, freight—fuel, oil, waste, etc.....	.....	3772 27	3772 27
Locomotives, freight—repairs of .....	.....	2272 49	2272 49
Locomotives—rent of freight (bal- ance of account).....	.....	1830 70	1830 70
Printing and stationery	63	15 16	15 79
Stations for fuel and water—wages of attendants	14 80	355 22	370 02
Stations for fuel and water—re- pairs of.....	22 98	551 64	574 62
Superintendence motive power	18 94	334 57	348 51
Tools and machinery—renewals and repairs.....	35 26	846 12	881 38
Watchmen—wages	1 93	46 22	48 15
Labor not specified above.....	56 82	1363 70	1420 52
Other expenses not specified	4 79	115 01	119 80

MAINTENANCE OF WAY.

Ballast, cost of.....	29	6 96	7 25
Ballast, labor handling.....	5 81	127 51	132 82
Bridges, repairs of—material.....	14 20	340 91	355 11
Bridges, repairs of—labor	19 78	473 53	493 26
Crots-ties, cost of.....	8 55	205 18	213 73
Cross-ties, labor laying.....	3 16	75 72	78 88
Frogs and switch fixtures—cost of	5 31	127 40	132 71
Frogs and switch fixtures—labor placing.....	92	22 07	22 99
Rails (iron or steel), cost of	10 16	243 88	253 99
Rails (iron or steel), labor laying..	36	8 56	8 92

Crews of working trains.....	\$ 1 84	\$ 44 27	\$ 46 11
Printing and stationery.....	23	5 42	5 65
Section foremen.....	17 70	424 72	442 42
Section and tool houses—renewals and repairs	1 17	28 05	29 22
Superintendence maintenance of way	1 37	32 98	34 85
Telegraph—labor	11 47	275 30	286 77
Tools and machinery—renewals and repairs ...	76	18 26	19 02
Track repairing and cleaning— labor.....	44 27	1062 40	1106 67
Watchmen at roadways and bridges	21	4 94	5 15
Other expenses not specified.....	7 88	189 11	196 99

MAINTENANCE OF CARS.

Passenger, repairs of—material used	4 13	.....	4 13
Freight, repairs of—material used		1051 20	1051 20
Baggage, repairs of—material used	71	.....	71
Car, all kinds, repairs of—labor ..	33 30	799 28	832 58
Car shops—fuel and light	4 38	105 12	109 50
Car shops and sheds, repairs of —material.....	24	5 75	5 99
Car shops and sheds, repairs of— labor.....	15	3 52	3 67
Printing and stationery	12	2 86	2 98
Superintendence car department...	1 27	30 41	31 68
Tools and machinery—repairs and renewals.....	5 94	142 66	148 60
Other expenses not enumerated ...	2 81	67 37	70 18

GENERAL EXPENSES.

GENERAL EXECUTIVE DEPARTMENT OF THE SYSTEM.

Vice presidents and general managers—salaries and expenses ...	\$ 47	\$ 11 37	\$ 11 84
Secretary, assistants and clerks—salaries and expenses.....	1 04	25 06	26 10
Comptroller, assistants and clerks—salaries and expenses.....	5 42	130 08	135 50
Treasurer, assistants and clerks—salaries and expenses.....	5 42	130 08	135 50
All office expenses of above named officers	2 59	62 12	64 71

LEGAL DEPARTMENT.

General counsel and assistants—salaries and expenses.....	12 16	291 93	304 09
Special counsel and attorneys—fees, retainers, and expenses.....	22 04	529 00	551 04
Cost of all legal proceedings conducted by these officers.....	13 23	317 56	330 79
All other expenses	2 64	63 42	66 06

ACCOUNTING DEPARTMENT.

General auditor, assistants and clerks—salaries and expenses ...	4 67	112 08	116 75
Traveling auditors—salaries and expenses.....	3 75	90 01	93 76
Cashiers and paymasters—salaries and expenses.....	2 71	65 04	67 75
Books, printing and stationery.....	23	5 43	5 66
Passenger auditor, clerks and employees—salaries and expenses...	4 68	112 24	116 92
Books, printing and stationery ...	06	1 39	1 45
Freight auditor, clerks and employees—salaries and expenses...	12 09	290 12	302 21

NEBRASKA BOARD OF TRANSPORTATION.

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Books, printing and stationery.....	\$ 86	\$ 20 62	\$ 21 48
Car accountant and assistants— salaries and expenses.....	5 76	138 29	144 05

TRAFFIC DEPARTMENT.

General traffic manager—salary and expenses	11 49	275 84	287 33
Assistants and clerks—salaries and expenses.....	2 83	67 87	70 70
General agents (not on line of road)—salaries and expenses ...	13	3 11	3 24
All incidental and office expenses of above.....	01	20	21
General freight agent, clerks and assistants — salaries and ex- penses.....	35 31	847 32	882 63
General claim agent, clerks and assistants — salaries and ex- penses.....	21	5 11	5 32
Freight agents (not on line of road)—salaries and expenses....	1 89	45 29	47 18
Books, printing, and stationery...	3 24	77 71	80 95
Office expenses.....	1 32	31 72	33 04
All other expenses of above officers	1 30	31 16	32 46
General passenger agents, clerks and assistants—salaries and ex- penses.....	6 96	166 98	173 94
General baggage agents—salaries and expenses	96	23 05	24 01
Passenger agents (not on line of road) salaries and expenses.....	5 64	135 47	141 11
Advertising	3 16	75 82	78 98
Books, printing and stationery....	1 96	47 03	48 99
Office expenses.....	48	11 56	12 04
All other expenses of above officers	50	11 90	12 40

OPERATING DEPARTMENT.

General superintendent, assistants and clerks—salaries and expenses.....	\$ 5 98	\$ 148 51	\$ 149 59
Division superintendents, assistants and clerks—salaries and expenses.....	28 78	570 63	594 41
Train dispatchers, assistants and clerks—salaries and expenses...	15 17	364 17	379 34
Chief engineer, assistants and clerks—salaries and expenses...	10 39	249 42	259 81
Chief surgeon, assistants and clerks—salaries and expenses...	1 72	41 30	43 02
General storekeeper and assistants—salaries and expenses.....	13 48	323 40	336 88
Superintendent of telegraph and assistants—salaries and expenses	9 68	232 20	241 88
Telegraph operators—salaries and expenses.....	2 04	49 02	51 06
Telegraph supplies	33	7 90	8 23
Books, printing and stationery.....	7 06	169 38	176 44
All other expenses not enumerated	5 62	134 84	140 46
Office expenses.....	1 92	46 01	47 93
	<hr/>	<hr/>	<hr/>
	5020 36	52376 40	57396 76
Grand total (approximate)			\$57396 76
Percentage of approximate operating expenses to earnings.....			44.21%

GENERAL BALANCE SHEET.

		Dr.
Cost of road, page 16	}	\$5553695 64
Cost of equipment, page 16		
Cash items—		
Cash.....	\$ 24219 15	
Due from agents.....	121369 40	
Due from U. S. government.....	176104 10	
		321692 65
Other assets—		
Materials and supplies		107893 82
Profit and loss—		
Deficit from operation, page 18.....		1460626 58
		<hr/>
		\$7443908 69
		Cr.
Capital stock, page 8		\$2068400 00
Funded debt, page 10.....		3256320 00
Floating or unfunded debt, page 12		2119188 69
		<hr/>
		\$7443908 69

CONTRACTS, AGREEMENTS, ETC.

EXPRESS COMPANIES.

This company has a contract with Wells, Fargo & Co., dated Nov. 22, 1886, by which the express company agrees to pay 20 cents per mile per day, 30 days per month, for the carriage of an average daily weight of 6,000 pounds of express matter (4,000 westward and 2,000 eastward), and 30 cents per 100 pounds for any excess of weight, over the line between Missouri Valley and Fremont. The express business over the line between Missouri Valley and Sioux City is done by the American Express Company, having no written contract, and paying tariff rates.

MAILS.

This company carries U. S. mail subject to the rules and regulations of the post-office department. The compensation is from time to time fixed by the department, dependent on weight, etc. The existing annual rate is as follows: Route No. 27029, Missouri Valley to Sioux City, \$219.09 per mile for 76.27 miles (to P. O.), and \$25 per mile on 6.15 miles of same route for extra P. O. car. Route No. 27077, California Junction to Fremont, \$192.58 per mile for 32.01 miles (to P. O.). All moneys earned in mail service are now withheld by the government.

SLEEPING, PARLOR, OR DINING CAR COMPANIES.

Sleeping cars are run, owned by the Wagner Palace Car Co. and by the Pullman Palace Car Co., by which companies the charges are made and collected—without contract. Neither parlor nor dining cars are run on this road.

FREIGHT OR TRANSPORTATION COMPANIES OR LINES.

No contracts with such companies, but all are permitted to run over this company's road, paying regular rates.

OTHER RAILROAD COMPANIES.

This company has an agreement with the Fremont, Elkhorn & Missouri Valley R. R. Co., of date Nov. 1, 1884, giving to that company the right to a joint use with this company of this company's track between Missouri Valley and Fremont.

TELEGRAPH COMPANIES.

Contract with Western Union Telegraph Company, dated April 1, 1871, by which this company leases its telegraph line to the telegraph company for a term of 25 years, and provides that the railroad company shall have the use of sufficient wires and facilities for the business of the railroad company, under certain regulations as to their use.

EMPLOYES AND SALARIES.

CLASS.	No.	COMPEN- SATION.
President.....	1	\$.....
Vice president.....	1	.....
Secretary	1	.....
Treasurer	1	.....
Chief engineer.....	1	.....
General attorney.....	1	75 00
Comptroller	1	.....
Auditor	1	.....
General manager	1	105 00
General freight agent	1	49 50
General passenger agent.....	1	40 50
General ticket agent.....		
General baggage agent.....	1	13 50
General superintendent	1	54 00
Division superintendent.....	1	175 00
Station agents, Neb.	4	51 25
Station agents, clerks, Neb.....	1	60 00
Baggagemen—stations, Neb.....	1	25 00
Baggagemen—train, Neb.....	1	45 00
Conductors—passenger trains, Neb.....	1	75 00
Conductors—freight trains, Neb.....	1	60 00
Brakemen—passenger trains, Neb.....	1	45 00
Brakemen—freight trains, Neb.....	2	47 50
Engineers—passenger trains, Neb.....	2	86 30
Engineers—freight trains, Neb.		
Firemen—passenger trains, Neb.....	2	53 55
Firemen—freight trains, Neb.....		
Train despatchers, Neb.....	1	75 00
Operators, Neb	2	37 50
Mechanics—state various classes, Neb.—		
Carpenters.....	2	60 82
Others	2	48 87

Laborers—state various classes, Neb.—

Laborers	10	\$33 81
Others	9	36 11

Total amount paid to officers and employes and charged to
road in Nebraska.....\$23065 80

**STATISTICS—PASSENGER, FREIGHT, AND TRAIN
MILEAGE, IN NEBRASKA.**

	Numbers and quantities.	Miles.	Rate.
Passenger traffic—			
Number of passengers carried ...	64677		
Number of passengers carried one mile.....	1156189		
Average distance traveled by each passenger		18	
Average amount received from each passenger.....			\$ 0 45
Average rate of fare per mile, all passengers			0249
Passenger earnings per mile of road			1093 69
Freight traffic—			
Number of tons of freight car- ried	263490		
Total freight mileage or tons car- ried one mile.....	4116404		
Average ton haul for all freight..		16	
Average rate per ton per mile...			0203
Freight earnings per mile of road			3099 70
Freight earnings per train mile..			4 487
Passenger and freight—			
Transportation earnings per mile of road.....			4414 11

	Numbers and quantities.	Miles.	Rate.
Expense per mile of road (ap- proximate)			\$2129 75
Net earnings per mile of road (approximate)			2687 58
Total earnings per mile of road, including mails, express, etc...			4817 38
Train mileage—			
Miles run by passenger trains during year	•	33258*	
Miles run by freight trains dur- ing year.....		18614	
Total mileage of loaded freight cars		234888	
Total mileage of empty freight cars		168505	
Total mileage of trains earning revenue		51872	
Average number of cars in freight train	16		
Average number of cars in freight train, loaded.....	11		
Average number of cars in freight train, empty	5		
Average number of tons of freight in train	192		

* Inserted by clerk of Board.

FREIGHT TRAFFIC MOVEMENT—COMPANY'S MATERIAL EXCLUDED.

Principal Commodities.	East bound. Tons.	West bound. Tons.	Total tons.
Grain	69635	4164	73799
Flour	3724	838	4557
Meal, bran, and mill stuffs.....	822	184	1006
Poultry, pork, game, fish.....	1917	3096	5013
Live stock	18586	6585	25171
Sugar	96	763	859
Hay	4404	703	5107
Tobacco	18	250	268
Fruit, vegetables, and seeds.....	3858	3591	6949
Coal	4228	63541	67767
Salt.....	204	2288	2492
Stone.....	17292	17789	35081
Cement, brick, sand, etc.....	488	1767	2255
Iron and other ores.....	7492	257	7749
Bar and sheet metal	198	473	671
Machinery and castings.....	448	1049	1497
Agricultural implements.....	363	1668	2031
Wool	17	.....	17
Lumber.....	25450	90205	115655
Petroleum and other oils.....	843	2275	3118
Wine and liquors	186	1162	1348
Wagons, carriages, tools, etc.....	117	520	637
Hides and leather	528	46	574
Household goods and furniture.....	1197	3108	4305
General merchandise.....	8011	50836	58847
Other important commodities carried by this company not mentioned above...	2736	7980	10666
Total.....	172358	265083	437441

FREIGHT TRAFFIC MOVEMENT IN NEBRASKA— COMPANY'S MATERIAL EXCLUDED.

Principal Commodities.	East bound. Tons.	West bound. Tons.	Total tons.
Grain.....	51800	1492	52792
Flour	293	120	413
Meal, bran, and mill-stuffs.....	250	25	275
Poultry, pork, game, fish.....	107	72	179
Live stock	16556	415	16971
Sugar	38	104	187
Hay	2541	86	2627
Tobacco.....	1	8	9
Fruit, vegetables, and seeds.....	2645	1808	3953
Coal	3815	41561	45376
Salt	68	2084	2097
Stone.....	16002	1228	17280
Cement, brick, sand, etc .....	.....	1156	1156
Iron and other ores.....	5239	.....	5239
Bar and sheet metal	155	1	156
Machinery and castings.....	224	100	324
Agricultural implements.....	181	1261	1892
Wool	15	.....	15
Lumber.....	2108	42202	44305
Petroleum and other oils.....	27	1592	1619
Wine and liquors.....	72	415	487
Wagons, carriages, tools, etc	52	63	115
Hides and leather.....	168	8	171
Household goods and furniture	426	580	1006
General merchandise	7482	50040	57522
Other important commodities carried by this company not mentioned above..	1962	5962	7924
Total.....	111662	151828	263490

DESCRIPTION OF EQUIPMENT.

LOCOMOTIVES.

	Total No. at end of year.	Weight locomotive and tender in lbs., with fuel and water.		Length locomotive and tender. Feet.	Average capacity of tender.		Locomotives equipped with West- inghouse air brake.
		Maxim.	Average.		Water. Gallons.	Fuel. Tons.	
Passenger.....	5	112750	102490	46½	1796	5	5
Freight	6	115140	112155	46½	1824	5	...
Switching	1	90233	90233	46½	1456	6	...

CARS.

Kind of Cars.	Total Number at end of year.	Heaviest empty car—No. wheels.	Cars fitted with West- inghouse train brake.	Cars fitted with Mil- ler coup- ler and platform.
Second-class passenger cars	8	8	8	8
Combined mail and express cars	5	8	5	5
Box freight cars.....	90	8	...	...
Platform cars.....	46	8	...	...
Stock cars	20	8	...	...
Cabooses.....	12	8	...	...
Other cars, viz.—				
Boarding	2	8	...	...
Pile driver.....	1	8	...	...
Office car	1	8	1	1

DESCRIPTION OF ROAD.

MAIN LINE AND BRANCHES.

	Total miles owned.	Total miles operated.
Main line—single track—		
State of Iowa, from Missouri Valley to Sioux City.....	75.65	75.65
State of Iowa, from California Junction to Mis- souri river.....	4.82	4.82

	Total miles owned.	Total miles operated.
State of Nebraska, from Missouri river to Fremont	26.95	26.95
Total.....	107.42	107.42
Total main line in Nebraska	26.95	26.95
Total length of road.....	107.42	107.42

SIDINGS.

Sidings on main line—

State of Iowa	17.08	17.08
State of Nebraska.....	5.50	5.50
Total	22.58	22.58
Total sidings.....	22.58	22.58
Total sidings in Nebraska.....	5.50	5.50
Total length of track.....	130.00	130.00
Total length of track in Nebraska.....	32.45	32.45

TRACK AND ROAD-BED.

	Max. weight per yard. Pounds.	Min. weight per yard. Pounds.	Miles of each class of rail.
American iron—			
State of Iowa.....	56	56	58.25
State of Nebraska.....	56	56	5.50
Total American iron.....			63.75
American steel—			
State of Iowa	60	60	39.30
State of Nebraska.....	60	60	26.95
Total American steel.....			66.25
Total miles iron rails.....	56	56	63.75
Total miles iron rails in Nebraska.....	56	56	5.50
Total miles steel rails	60	60	66.25
Total miles steel rails in Nebraska.....	60	60	26.95

Cross-ties in Nebraska, about 2,640.

Kind, Cedar.

Average size, 6 in. x 8 in.—8 feet.

Average price, present year, 41 cents.

Average number of years ties live, 7 years.

Ballast—

State kind of ballast, giving number of miles of each kind in this state, Nebraska.

Earth, 26.95 miles.

Grades in Nebraska—

State maximum grade, in feet, per mile. 52.80 feet.

State length of same, and where located. 2.75 miles, just west of Blair.

State length and gradient of longest grade. 2.75 miles, 1 per 100 feet.

State total ascent in each direction. Westward, 386 feet; eastward, 202.5 feet.

State total mileage of level track. 6.40 miles.

Alignment in Nebraska—

State maximum curvature, where located. 4, just west of Arlington and just east of Bowen.

State number of miles straight track. 20.61.

State number of miles curved track. 6.34.

Bridges in Nebraska—

State number. 63.

Wooden, 62.

Combination, 1.

Gauge of track in Nebraska, 4 feet 8½ inches.

Telegraph in Nebraska—

Owned by this company (leased to Western Union Telegraph Co.), 26.95 miles of line.

Operated by Western Union Telegraph Co., 26.95 miles of line.

“ “ “ about 54 miles of wire.

Average number of poles per mile, 30.

CROSSINGS IN NEBRASKA.

What railroad crosses your road at grade, and at what locality? C.,
St. P., M. & O. R. R., at Blair.
Number of highway crossings at grade, 31.

FENCING IN NEBRASKA.

How many miles of your road in Nebraska are fenced? 26.95.
What is the average cost per rod? 45 cents.
What is the total cost of same? \$7,812.69.

TABULAR STATEMENT OF ACCIDENTS.

CAUSE OF ACCIDENT.	KILLED.		INJURED.	
	Employees.	Others.	Employees.	Others.
Coupling cars			1	
Miscellaneous	1	1	6	
Trespassers on track				1
Total.....	1	1	7	1

SUMMARY OF ACCIDENTS FOR NEBRASKA.

Number of persons killed during the year, 2.
Number of persons injured during the year, 8.
Number resulting from lack of caution, carelessness, or misconduct, 10.
Number of trespassers on track injured, 1.

REPORT
OF THE
FREMONT, ELKHORN & MISSOURI VALLEY
RAILROAD COMPANY.

FOR THE YEAR ENDING JUNE 30, 1888.

GENERAL INFORMATION.

Name of common carrier making this report? Fremont, Elkhorn
& Missouri Valley R. R. Co.

Date of organization? January 20, 1869.

Under laws of what government, state, or territory organized?
Nebraska.

Location of general offices? Omaha, Nebraska, and Chicago, Ill.

Location of operating offices? Omaha, Neb.

Date when main line was opened for business? At various dates.
See mileage statement.

Name of every transportation line the operations of which are in-
cluded in the revenue account, on page 18? Fremont, Elkhorn
& Missouri Valley R. R., 1,048.69 miles; Wyoming Central
R. R. (leased), 105.76 miles, acquired August 31, 1886.

NAMES OF DIRECTORS.

M. Hughitt, Chicago, Ill., May, 1889.

A. Keep, Chicago, Ill., “

M. L. Sykes, New York, N. Y., “

J. B. Redfield, Chicago, Ill., “

P. E. Hall, Cedar Rapids, Ia., “

H. Williams, Clinton, Ia., “

D. P. Kimball, Boston, Mass., “

Date of annual meeting of stockholders for election of directors?

Friday succeeding third Wednesday in May.

Total number of stockholders at date of last election? Ten.

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President—M. Hughitt, Chicago, Ill.

Vice President—A. Keep, Chicago, Ill.

Secretary—J. B. Redfield, Chicago, Ill.

Treasurer—M. M. Kirkman, “

Chief Engineer—J. E. Ainsworth, Omaha, Neb.

General Attorney—J. B. Hawley, “

Comptroller—M. M. Kirkman, Chicago, Ill.

Auditor—J. B. Redfield, “

General Manager—W. F. Fitch, Omaha, Neb.

General Superintendent—W. C. Halsey, “

Division Superintendent—D. M. Philbin, Norfolk, Neb.

“ E. T. Horn, Fremont, Neb.

“ C. C. Hughes, Chadron, Neb.

Superintendent Telegraph—E. C. Harris, Omaha, Neb.

General Freight Agent—K. C. Morehouse, “

General Passenger Agent—J. R. Buchanan, “

General Baggage Agent—O. W. Whittlesey, “

Laud Commissioner—Chas. E. Simmons, Chicago, Ill.

CAPITAL STOCK.

	Number of shares	Par value of shares	Total par value	Total amt. issued and outstanding
--	---------------------	------------------------	--------------------	---

Capital stock authorized—

Common..... \$300000 \$100 \$30000000 \$23700000

Amount of capital per mile of road, \$22,599.62.

Amount of capital stock issued on the road in Nebraska proportional for 926.57 miles in Nebraska, \$20,940,129.90.

All or nearly all of this company's stock has been issued for construction.

Its stock and its bonds have been issued (in authorized proportions) and *together* paid for works of construction, as agreed with contractors, without any attempt to define their *relative* values, each entering into "cost of road" at its face or par value.

FUNDED DEBT.

Class of bond or obligation	TIME		Amount of au- thorized issue	Amount	Character and extent of lien or security.	INTEREST			
	Date of issue.	When due				When payable.	Paid dur'g accu- year.	Due & ing and unpaid.	
Consol. bonds	Oct. 1, '83	Oct. 1, '98	20000 perm'l of con- struct'd road.	15800000	1st mtg. lien on all the Co.'s road.	6 Apr. 1 & Oct. 1	782888	32 1162	
Car trust obligations.	March 1, '83.				Mtg. on eqpt.	6 Mch. 1 & Sept 1.	21630 00	4935	
annually to Mch. 1, '96.....			\$40000	319000					
Total.....				\$16119000			754518 82	123180	

Unpaid interest on retired bonds closed off during the year, \$16,117.

Total, \$754,679.49.

Bonds or obligations on account of portion of road in Nebraska: Proportional for 926.57 miles in Nebraska, \$14,241,941.68, including "car trust obligations."

Interest accrued on funded debt, \$793,831.80.

FLOATING OR UNFUNDED DEBT.

For what incurred.	FORM OF DEBT.		INT. PAID DURING YR. Amount.
	Interest and accruing divi- dends unpaid.	Total.	
For construction, equipment, interest on funded debt, rentals, operating ex- penses, miscellaneous	\$123180 00	\$123180 00	
Total.....	\$123180 00	\$123180 00	\$2150 cr.

RECAPITULATION OF DEBT ACCOUNTS.

Accounts.	Amount.	Amount per mile of road.
Capital stock.....	\$23700000 00	\$22599 62
Funded debt	16119000 00	15370 60½
Floating debt	123180 00	117 47
Total.....	\$39942180 00	\$38087 69½

FLOATING OR UNFUNDED DEBT ON ACCOUNT OF
THE ROAD IN NEBRASKA (PROPORTIONAL).

For what incurred	FORM OF DEBT.		Total.
	Interest overdue and accruing divi- dends unpaid.		
For construction, equipment, interest on funded debt, rentals, operating ex- penses, miscellaneous.....	\$108835 68	\$108835 68	
Total	\$108835 68	\$108835 68	

RECAPITULATION OF DEBT ACCOUNTS.

Accounts.	Amount.	Amount per mile of road.
Capital stock, (prop.)	\$20940129 90	\$22599 62
Funded debt "	14241914 68	15370 60½
Floating debt "	108835 68	117 47
Total	\$35290880 26	\$38087 69½

STATEMENT OF PERMANENT IMPROVEMENTS FOR
THE YEAR, NOT INCLUDED IN STATE-
MENT OF OPERATING EXPENSES.

Construction—

Land	\$ 215276 99
Fences.....	117981 81
Grading and masonry.....	718203 96
Bridges	211657 89
Rails	899676 33
Ties.....	268293 67
Other superstructure	281722 60

Buildings—

Fuel and water stations, passenger and freight stations, engine house, car sheds, and turn-tables, machine shops, car shops, etc.....	214149 80
Engineering expenses	33747 74
Interest and discount—account construction.....	165573 24
Telegraph line.....	30 18
Account of contracts for construction of incompleated extensions and branches of this company's road in Nebraska and Dakota.....	1950000 00
All other items (balance)	121904 12
Total construction.....	<u>\$5198168 33</u>

Equipment:

Locomotives	\$ 38418 22
Mail cars	8525 80
Passenger cars.....	44724 73
Other passenger train cars (combination cars).....	15303 45
Freight cars.....	473094 74
Other cars	23622 00
Total equipment	<u>\$ 603688 94</u>

Grand total, construction and equipment..\$5801857 27

**STATEMENT OF PERMANENT IMPROVEMENTS ON
ROAD IN NEBRASKA FOR THE YEAR, NOT IN-
CLUDED IN STATEMENT OF OPERATING
EXPENSES (PROPORTIONAL).**

Total construction.....	\$4592841 80
Total equipment	533389 36

Grand total, construction and equipment..\$5126231 16

COST OF ROAD AND EQUIPMENT.

Items	Total cost to June 30, 1887.	Net addi- tions during year.	Total cost to June 30, 1888.	Cost per mile.
Cost of road—				
Land	\$215276 99			
Fences	117931 81			
Grading and masonry	718203 86			
Bridges and culverts	211659 89			
Rails	899676 33			
Ties.....	268293 67			
Other super- structure	281722 60			
Buildings.....	214149 80			
Engineering expenses.....	33747 74			
Interest and discount — account con- struction.....	165573 24			
Telegraph line	30 18			

Items	Total cost to June 30, 1887.	Net addi- tions during year.	Total cost to June 30, 1888.	Cost per mile. Cost per
Account of contracts for construction of incomple- ted ext. and branches in Nebr. and Dakota.....	.....	1950000 00	.....	.....
All other items	.....	121904 12	.....	.....
Total cost road	.....	5198168 53	38087644 81	86319 26
Cost of equipment—				
Locomotives...	.....	38418 22	.....	.....
Mail cars.....	.....	8525 80	.....	.....
Passenger cars	.....	44724 73	.....	.....
Other passen- ger train cars (combinati'n cars).....	.....	15308 45	.....	.....
Freight cars...	.....	473094 74	.....	.....
Other cars .....	.....	23622 00	.....	.....
Total cost of equipment..	.....	603688 94	2009089 37	1915 81
Grand total, cost road and equipment..	\$34294876.91	5801857.27	40096734.18	*38235 07

NOTE.—These amounts include large expenditures on incompleated road, the mileage of which is not given in this Report.

* This cost per mile is based on the 1,048.69 miles of road owned. The Equipment also operates 105.76 miles of leased line in Wyoming not included in these miles.

COST OF ROAD AND EQUIPMENT CHARGED TO THAT PORTION OF THE ROAD IN NEBRASKA.

(PROPORTIONAL—BASED ON MILES).

Items.	Total cost to June 30, 1887.	Net addi- tions during year.	Total cost to June 30, 1888.	Cost per mile.
Total cost road	\$4592841 80		33652836 74	36819 26
Total cost of equipment ..	.....	538389 86	1775132 07	1915 81
<hr/>				
Grand total, cost road and equipment....	80510441 47	\$5126281 16	\$35427468 81	\$38235 07

REVENUE OR INCOME ACCOUNT.

Income from earnings.....	2787999 30
Operating expenses.....	1658947 24
<hr/>	
Net earnings from operation	1129052 06
Income from other sources—	
Interest on bonds owned.....	2150 00
<hr/>	
Gross income less operating expenses.....	113102 06
Deductions from income—	
Interest on funded debt.....	793881 80
Taxes.....	125690 63
Rentals.....	80187 09
<hr/>	
Total deductions	999709 52
Net income from all sources.....	131492 54
Balance applicable to dividends.....	131492 54
Surplus for year.....	131492 54

REVENUE OR INCOME ACCOUNT IN NEBRASKA.

Income from earnings.....	\$2566781	73
Operating expenses (approximate).....	1507132	35
Net earnings from operation.....	1059549	38
Income from other sources—		
Interest on bonds owned, (proportional).....	1733	42
Gross income less operating expenses.....	1061282	80
Deductions from income—		
Interest on funded debt (proportional)...	\$701390	09
Taxes (actual)	114841	11
Rentals (proportional).....	64358	74
Total deductions	\$880589	94
Net income from all sources (approximate).....	180692	86
Balance applicable to dividends (approximate)	180692	86
Surplus for year (approximate)	180692	86

ANALYSIS OF EARNINGS.

Passenger.....	\$808519	50
Passengers	\$628371	53
Mail	112804	29
Express	67843	68
Freight.....	1914732	41
Freight	1914732	41
Miscellaneous.....	64747	39
From telegraph companies, rentals of buildings, tracks, and terminals, sale of property and materials, and other sources	\$ 64747	39
	2787999	30

ANALYSIS OF EARNINGS FOR NEBRASKA.

Passenger.....	\$700818 48
Passengers.....	\$561675 81
Mail	84629 00
Express.....	54513 67
Freight.....	1804712 74
Freight.....	1804712 74
Miscellaneous.....	61250 51
From telegraph companies, rentals of buildings, tracks, and terminals, sales of property and materials, and other sources.....	61250 51
 Total	 2566781 73

INCOME FROM SOURCES OTHER THAN EARNINGS.

INTEREST ON BONDS OWNED.

NAME.	TOTAL AMT. HELD.	RATE.	INTEREST REC'D.
S. C. & P. R. R. car trust bonds.....	\$ 1000 00	6	\$ 60 00
City of Lincoln bonds.....	12000 00	5	600 00
City of David City bonds.....	7000 00	6	
City of York bonds.....	13000 00	6	
Precinct of Manchester bonds.....	10000 00	6	300 00
Interest received on the following bonds sold during the year, viz.:			
Twin Grove bonds.....	10000 00	7	700 00
Center Precinct bonds.....	7000 00	7	490 00
 Total.....	 48000 00	 —	 2150 00

ANALYSIS OF OPERATING EXPENSES.

	PASSENGER. (Estimated.)	FREIGHT. (Estimated.)	TOTAL.
Maintenance :			
Renewal of rails.....\$	44656 01	\$74426 69	\$119082 70
Renewal of ties.....	8801 64	14669 40	23471 04
Repairs of roadway and track	117980 49	196684 14	314614 63
Repairs of bridges, cul- verts, and cattle guards	10650 07	17750 14	28400 21
Repairs of buildings.....	9450 30	15750 50	25200 80
Repairs of fences, road crossings, and signs.....	4832 67	8054 45	12887 12
Repairs of passenger loco- motives.....	15169 47	.....	15169 47
Repairs of freight loco- motives .....	.....	54431 04	54481 04
Repairs of passenger cars	20625 63	.....	20625 63
Repairs of freight cars....	.....	54672 44	54672 44
Telegraph expenses.....	2878 06	3963 43	6341 49
Operating :			
Telegraph expenses.....	11846 66	19744 44	31591 10
Agents.....	22155 95	36926 58	59082 53
Clerks	18483 46	22889 14	35822 60
Laborers.....	25432 04	42386 73	67818 77
Passenger conductors.....	17525 62	.....	17525 62
Passenger baggagemen....	9659 83	.....	9659 83
Passenger brakemen.....	11544 86	.....	11544 86
Freight conductors.....	.....	35868 88	35868 88
Freight brakemen.....	.....	49199 84	49199 84
Engineers and firemen....	60402 09	100670 15	161072 24
Locomotive wipers and dispatchers.....	12587 36	20978 94	33566 30
Salaries general officers and clerks.....	13254 28	22090 46	35344 74

	PASSENGER. (Estimated.)	FREIGHT. (Estimated.)	TOTAL.
Outside agents.....\$	3083 57	\$ 5139 29	\$ 8222 86
Advertising.....	1246 50	2077 49	3323 99
Fuel and locomotives....	107095 86	178493 11	2:5588 97
Oil, waste, and tallow....	6674 74	11124 57	17799 31
Water supply.....	2553 63	4256 05	6809 68
Passenger train supplies..	8956 89	.....	8956 89
Freight train supplies....	.....	3177 94	3177 94
Station supplies.....	7005 52	11675 86	18681 38
Stationery and printing...	7069 34	11782 25	18851 59
Contingencies and miscellaneous.....	6131 34	10218 92	16350 26
Damage and loss of freight and baggage....	1090 65	2817 76	4508 41
Damage to property and cattle.....	3275 13	5458 55	8733 68
Personal injuries.....	3475 03	5791 71	9266 74
Insurance.....	5 73	9 54	15 27
Law expenses.....	3592 66	5987 76	9580 42
Mileage of passenger cars	16085 97	.....	16085 97

\$610329 05 \$1048618 19 \$1658947 24

Percentage of operating expenses to earnings, .59 $\frac{59}{100}$.

ANALYSIS OF OPERATING EXPENSES FOR NEBRASKA (APPROXIMATE.)

	PASSENGER. (Estimated)	FREIGHT. (Estimated)	TOTAL. (Approx.)
Maintenance:			
Renewal of rails.....\$	42278 97	\$ 69718 31	\$111997 28
Renewal of ties.....	8294 21	13677 20	21971 41
Repairs of roadway and track	106989 59	176344 09	283283 68

	PASSENGER. (Estimated)	FREIGHT. (Estimated)	TOTAL. (Approx.)
Repairs of bridges, culverts, and cattle guards	\$9986 16	\$16467 24	\$26453 40
Repairs of buildings.....	8693 30	14385 32	28028 62
Repairs of fences, road crossings, and signs.....	2507 14	4134 29	6641 43
Repairs of passenger locomotives.....	13942 60	.....	13942 60
Repairs of freight locomotives.....	.....	49136 07	49136 07
Repairs of passenger cars	18846 70	.....	18846 70
Repairs of freight cars..	.....	50124 85	50124 85
Telegraph expenses.....	2123 61	3501 84	5625 45
Operating :			
Telegraph expenses.....	10753 55	17732 68	28486 23
Agents.....	20281 32	38444 04	58725 36
Clerks.....	12537 03	20678 65	33210 68
Laborers.....	28442 33	38656 56	62098 89
Passenger conductors.....	15801 90	.....	15801 90
Passenger baggagemen...	8664 21	.....	8664 21
Passenger brakemen.....	10437 07	.....	10437 07
Freight conductors.....	.....	32829 43	32829 43
Freight brakemen.....	.....	45147 30	45147 30
Engineers and firemen....	55320 63	91224 10	146544 73
Locomotive wipers and dispatchers.....	11523 63	19002 54	30526 17
Salaries general officers and clerks.....	12121 41	19988 28	32109 69
Outside agents.....	2864 68	4728 80	7588 48
Advertising.....	1146 94	1891 32	3038 26
Fuel for locomotives.....	97942 70	161508 16	259450 86
Oil, waste, and tallow....	6118 61	10089 64	16208 25
Water supply.....	2148 50	3542 88	5691 38
Passenger train supplies..	8174 59	.....	8174 59
Freight train supplies....	.....	2924 47	2924 47
Station supplies.....	6413 28	10575 55	16988 83

	PASSENGER. (Estimated)	FREIGHT. (Estimated)	TOTAL. (Approx.)
Stationery and printing...	\$ 6541 74	\$10787 38	\$17329 12
Contingencies and miscellaneous.....	5634 04	9290 56	14924 60
Damage and loss of freight and baggage...	1599 23	2637 14	4236 37
Damage to property and cattle	2912 98	4803 52	7716 50
Personal injuries.....	3268 93	5390 48	8659 41
Insurance	5 42	8 94	14 36
Law expenses	3357 81	5537 04	8894 89
Mileage of passenger cars	14658 92	.....	14658 92

\$557283 68 \$949848 67 \$1507132 35

Percentage of approximate operating expenses to earnings, .58 $\frac{11}{100}$.

RENTALS.

	Interest on bonds guaranteed.	Cash.	Total.
Rents paid for leased roads— name of road:			
Wyoming Central Ry...	\$67048 91	.....	\$67048 91
S. C. & P. R. R. Co., use of track .....	.....	\$13138 18	13138 18
Total	\$67048 91	\$13138 18	\$80187 09

GENERAL BALANCE SHEET.

	Dr.
Cost of road.....	\$38087644 81
Cost of equipment.....	2009089 37
Cash items—	
Due from C. & N. W. Ry. Co...	727976 15

Other assets—

Materials and supplies	274333	23	
Sundries.....	43000	00	317333 23

\$41143043 56

CR.

Capital stock	\$23700000	00	
Funded debt	16119000	00	
Floating or unfunded debt.....	123180	00	
Profit and loss—			

Surplus from operation.....	1199863	56	
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\$41142043 56

GENERAL BALANCE SHEET FOR NEBRASKA. (PRO-
PORTIONAL ON BASIS OF MILES.)

DR.

Cost of road.....	\$33652336	74	} \$35427468 81
Cost of equipment.....	1775132	07	

Cash items—

Due from C. & N. W. Ry. Co...	643203	33	
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Other assets—

Materials and supplies	242387	12	
Sundries, balance.....	37987	45	

\$36351046 71

CR.

Capital stock.....	\$20940129	90	
Funded debt	14241941	68	
Floating, or unfunded debt	108835	68	
Profit and Loss—			

Surplus from operation.....	1060139	45	
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\$36351046 71

DETAILS OF IMPORTANT CHANGES DURING THE YEAR.

Below state all extensions put in operation, all leases taken or surrendered, all consolidations or reorganizations effected, all new mortgages or stock issued, and all other important physical or financial changes, giving details in each instance.

1st. During the year for which this report is made the following extensions have been put in operation, to-wit :

Oct. 24, '87, from Platte River Jc. to Hastings, 120.26 miles.

Nov. 16, '87, from Linwood to Geneva, 77.53 miles.

Nov. 21, '87, from Rapid City to Whitewood, 36.43 miles.

Dec. 18, '87, from Arlington to Omaha, 27.76 miles.

Dec. 18, '87, from Jc. nr Irvington, to Omaha Stk. Yds., 10.36 m.

2d. No leases taken or surrendered during the year.

3d. Amended articles of incorporation were adopted February 6, 1888, providing for an extension of Branch No. 6 to the southern boundary of Nebraska, in Nuckolls county, and changing the "Principal Place of Business" from Fremont to Omaha.

4th. No new mortgages have been made during the year, but \$2,593,000 of bonds have been issued under the original mortgage (which covers all extensions made by this company).

5th. Capital stock has been issued during the year, in payment for construction, to-wit:

September 23, 1887, 15,000 shares.

April 11, 1888, 4,500 shares.

CONTRACTS, AGREEMENTS, ETC.

EXPRESS COMPANIES.

This company has a contract with Wells, Fargo & Co., dated Nov. 22, 1886, by which the express company agrees to pay 20 cents per mile per day, 30 days per month, for the carriage of an average daily weight of 6,000 pounds of express matter (4,000

westward and 2,000 eastward), and to pay 30 cents per 100 pounds for any excess of weight. The R. R. Co. to carry messengers, packing-trunks, etc., free, and the express company to carry R. R. company's express packages free.

MAILS.

This company carries U. S. mail upon orders of the P. O. department for such compensation as may be from time to time fixed by the department, dependent on weight of mails. The annual rates now in existence are as follows:

Route 34010, Fremont to Long Pine, 212.84 miles, \$172.92.

Route 34010, Long Pine to Rapid City, 297.41 miles, \$147.92

Route 34018, Norfolk to Creighton, 42.53 miles, \$50.45.

Route 34035, Chadron to Douglas, 140.38 miles, \$60.71.

Route 34037, Fremont to Lincoln, 64.11 miles, \$41.90.

Route 34041, Scribner to Oakdale, 115.73 miles, \$70.97.

Route 34051, Omaha to Arlington, 28.69 miles, \$112.86.

Route 34056, Linwood to Geneva, 77.58 miles, \$64.12.

Route 34052, Platte River to Hastings, 119.86 miles, \$64.12.

Route 35037, Rapid City to Whitewood, 37.27 miles, \$117.13.

Route 37003, Douglas to Glen Rock, 30.30 miles, \$45.31.

SLEEPING, PARLOR, OR DINING CAR COMPANIES.

Sleeping cars are run, owned by the Wagner Palace Car Co., which company makes and collects all charges—no contract. Neither parlor nor dining cars are run.

FREIGHT OR TRANSPORTATION COMPANIES OR LINES.

No contracts, but all are permitted to run over this company's road, paying regular rates.

OTHER RAILROAD COMPANIES.

An agreement with the Sioux City & Pacific R. R. Co., date Nov. 1884, by which this company obtains the right to a joint use with that company of the track of the S. C. & P. Co. between Missouri Valley and Fremont.

STEAMBOAT OR STEAMSHIP COMPANIES.

No contract.

TELEGRAPH COMPANIES.

This company has a contract with the Western Union Telegraph Company, which owns or controls telegraph line along all this company's road, dated May 25, 1887, by which this company, in consideration of its bearing a part of the expense of construction and maintenance, has the use of sufficient wires and facilities for the business of the railroad company. All other business being done by the telegraph company.

EMPLOYES AND SALARIES.

CLASS.	No.	COMPEN- SATION.
President.....	1	\$.....
Vice president.....	1	.....
Secretary	1	.....
Treasurer	1	.....
Chief engineer.....	1	383 38
General manager.....	1	478 33
General freight agent	1	225 50
General passenger agent	1	184 50
General baggage agent.....	1	61 50
General superintendent	1	246 00
Division superintendent	3	200 00
Roadmaster	8	91 66
Assistants to executive officers.....	1	150 00
Clerks in Nebraska.....	19	70 47
Stenographers in Nebraska	5	71 75
Station agents, Neb.	100	52 18
Station agents, clerks, Neb.....	34	52 12
Station agents, helpers, Neb.....	55	46 93
Baggagemen—stations, Neb.....	5	51 00
Baggagemen—train, Neb.....	17	58 82

CLASS.	No.	COMPEN- SATION.
Conductors—passenger trains, Neb.....	18	\$89 63
Conductors—freight trains, Neb.....	40	63 82
Brakemen—passenger trains, Neb.....	22	45 45
Brakemen—freight trains, Neb.....	79	46 49
Engineers—passenger trains, Neb.....	93	92 54
Engineers—freight trains, Neb.....		
Firemen—passenger trains, Neb.....	91	56 75
Firemen—freight trains, Neb.....		
Train despatchers, Neb.....	12	78 75
Operators, Neb.....	27	46 11
Mechanics—state various classes, Neb.—		
Machinists	40	60 99
Carpenters.....	64	56 53
Others	82	49 47
Laborers—state various classes, Neb.—		
Trackmen	748	34 31
Shop	10	38 39
Other.....	256	88 19
Others	227	49 10

 2062

Total amount paid to officers and employes and
 charged to road in Nebraska..... \$1167664 36

STATISTICS—PASSENGER, FREIGHT, AND TRAIN
MILEAGE, IN NEBRASKA.

Passenger traffic—

Number of passengers carried, 355,753.
Number of passengers carried one mile, 20,884,889.
Average distance traveled by each passenger, 57 miles.
Average amount received from each passenger, \$1.58.
Average rate of fare per mile, all passengers, $2\frac{7}{10}$ cents.
Passenger earnings per mile of road, \$538.06.
Passenger earnings per train mile, $.83\frac{7}{10}$ cents.

Freight traffic—

Number of tons of freight carried, 679,863.
Total freight mileage or tons carried one mile, 101,655,760.
Average ton haul for all freight, 150 miles.
Average rate per ton per mile, $1\frac{7}{10}$ cents.
Freight earnings per mile of road, \$1,728.85.
Freight earnings per train mile, $\$1.54\frac{4}{10}$.

Passenger and freight—

Transportation earnings per mile of road, \$2,400.21.
Expense per mile of road (approximate), \$1,443.78.
Net earnings per mile of road (approximate), \$1,015.10.
Total earnings per mile of road, including mails, express, etc.,
\$2,458.88.
Total earnings per train miles, $\$1.39\frac{5}{10}$.

Train mileage—

Miles run by passenger trains during year, 670,630.
Miles run by freight trains during year, 1,073,804.
Miles run by mixed trains, 94,782.
Total mileage of loaded freight cars, 13,155,670.
Total mileage of empty freight cars, 7,013,415.
Total mileage of trains earning revenue, 1,839,216.
Average number of cars in freight train, 21.
Average number of cars in freight train, loaded, 16.
Average number of cars in freight train, empty, 5.
Average number of tons of freight in train, 123.

FREIGHT TRAFFIC MOVEMENT—COMPANY'S MATERIAL EXCLUDED.

Principal Commodities.	East bound. Tons.	West bound. Tons.	Total tons.
Grain	210798	15548	226346
Flour	1941	9487	11428
Meal, bran, and mill stuffs.....	1554	1466	3020
Dressed beef.....	44	87	131
Poultry, pork, game, fish.....	81	408	489
Live stock	94605	9773	104378
Sugar	39	791	830
Hay	6810	4078	10888
Tobacco	9	189	198
Fruit, vegetables, and seeds.....	6271	1260	7531
Coal	13620	56923	70543
Salt.....	194	4115	4309
Stone.....	21348	1047	22395
Cement, brick, sand, etc.....	2351	10516	12867
Iron and other ores.....	3459	.....	3459
Bar and sheet metal .....	.....	2	2
Machinery and castings.....	447	688	1135
Agricultural implements.....	355	4825	5180
Wool	153	11	164
Lumber.....	8687	76786	85478
Petroleum and other oils.....	122	2971	3096
Wine and liquors	244	4460	4704
Ice.....	547	206	753
Wagons, carriages, tools, etc.....	18	490	508
Hides and leather	1497	15	1512
Household goods and furniture	2474	9640	12114
General merchandise.....	8391	45719	54110
Other important commodities carried by this company not mentioned above...	4243	34192	88435
Total.....	390302	295696	685998

FREIGHT TRAFFIC MOVEMENT IN NEBRASKA— COMPANY'S MATERIAL EXCLUDED.

Principal Commodities.	East bound. Tons.	West bound. Tons.	Total tons.
Grain.....	209906	15068	224974
Flour	1920	9410	11830
Meal, bran, and mill-stuffs.....	1546	1421	2967
Dressed beef.....	41	66	107
Poultry, pork, game, fish.....	77	399	476
Live stock	94292	9510	108802
Sugar	39	778	817
Hay	6789	3958	10747
Tobacco.....	7	178	185
Fruit, vegetables, and seeds.....	6183	1213	7346
Coal.....	13574	56294	69868
Salt	187	4095	4282
Stone	20985	1001	21986
Cement, brick, sand, etc	2345	10186	12581
Iron and other ores.....	3391	.....	3391
Machinery and castings.....	414	681	1095
Agricultural implements.....	340	4790	5180
Wool	149	11	160
Lumber.....	8605	75997	84602
Petroleum and other oils.....	111	2941	3052
Wine and liquors.....	199	4394	4593
Ice.....	547	183	730
Wagons, carriages, tools, etc	16	488	504
Hides and leather.....	1469	10	1479
Household goods and furniture	2358	9562	11920
General merchandise	8267	45551	53818
Other important commodities carried by this company not mentioned above..	4165	33856	38021
Total.....	387822	292041	679863

DESCRIPTION OF EQUIPMENT.

LOCOMOTIVES.

	No. added during the year.	Total No. at end of year.	Weight locomotive and tender with fuel and water.		Locomotives equipped with Westinghouse train brakes.
			Max.	Av.	
Passenger } Freight } Switching }	3	77	57	50	65

CARS.

Kind of Cars.	No. added during the year	Total Number at end of year.	Heaviest empty car—No. wheels.	Cars fitted with West- inghouse train brake.	Cars fitted with Mil- ler coup- ler and platform.
First-class passenger cars.....	10	20	8	20	20
Second-class passenger cars.....	...	11	8	11	11
Baggage cars.....	...	5	12	5	5
Mail cars.....	2	2	8	2	2
Combined mail and ex- press cars.....	6	11	8	11	11
Other cars in passenger service, comb.....	...	1	8	1	1
Box freight cars.....	1000	1400	8	...	...
Platform cars.....	...	450	8	...	...
Stock cars .....	...	690	8	...	...
Coal cars.....	...	150	8	...	...
Cabooses.....	20	20	8	...	...
Derrick cars.....	2	2	8	...	...
Other cars, viz.—					
Boarding .....	...	8	8	...	...
Tool cars.....	2	2	8	2	2
Ditching cars.....	1	1	8	...	...
Office car .....	...	1	12	1	1

DESCRIPTION OF ROAD.

MAIN LINE AND BRANCHES.

	Constructed during the year.	Total miles owned.	Leased.	Total miles operated.
Main line—single track—				
State of Nebraska, from Omaha to Wy- oming line.....	27.76	497.22	.....	497.22
State of Wyoming, from Nebraska line to Glen Rock.....	28.97	.....	105.76	105.76
Total	56.73	497.22	105.76	602.98
Branches—single track—				
State of Nebraska, from Norfolk to Creighton .....	.....	42.06	.....	42.06
State of Nebraska, from Dakota Junction to Dakota line.....	.....	18.12	.....	13.12
State of Dakota, from Neb. line to Whitewood	36.43	122.12	.....	122.12
State of Nebraska, from Scribner to Oakdale.	*.18	113.91	.....	113.91
State of Nebraska, from Fremont to Lincoln..	.....	52.11	.....	52.11
State of Nebraska, from Platte R. Junc- tion to Hastings.....	120.26	120.26	.....	120.26
State of Nebraska, from Linwood to Geneva..	77.53	77.53	.....	77.53
State of Nebraska, from Junction near Irv- ington, to Omaha Stock Yards.....	10.36	10.36	.....	10 36
Total.....	244.40	551.47	.....	551.47

* Change in measurement.

	Constructed during year.	Total miles owned.	Leased	Total miles operated
Total main line in Nebraska	27.76	497.22	.....	497.22
Total branches in Nebraska.	207.97	429.35	.....	429.35
Total length of road.....	301.13	1048.69	105.76	1154.45

SIDINGS.

Sidings on main line—

State of Nebraska	1.28	43.07	43.07
State of Wyoming.....	9.78	9.78

Total	1.28	43.07	9.78	52.85
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Sidings on branches—

State of Nebraska.....	18.04	29.18	29.18
State of Dakota	2.47	6.17	6.17

Total	20.51	35.35	35.35
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Total sidings.....	21.79	78.42	9.78	88.20
Total sidings in Nebraska	19.32	72.25	72.25
Total length of track.....	322.92	1127.11	115.54	1242.65
Total length of track in Nebraska	255.05	998.82	.....	998.82

TRACK AND ROAD-BED.

	Max. weight per yard. Pounds.	Min. weight per yard. Pounds.	Miles of each class of rail.
American iron.....	56	45	
State of Nebraska.....			112.41
Total American iron.....			112.41
American steel.....	65	60	
State of Nebraska.....			814.16
State of Dakota.....			122.12
State of Wyoming.....			105.76
Total American steel.....			1042.04

Total miles iron rails.....	112.41
Total miles iron rails in Nebraska.....	112.41
Total miles steel rails	1042.04
Total miles steel rails in Nebraska.....	814.16

Cross-ties in Nebraska,

Maximum number per mile, 2,848.

Minimum number per mile, 2,640.

Average number per mile, 2,700.

Kind, mostly white Cedar, except curves and turn-outs, Oak.

Average size, 6 in. x 8 in.—8 feet long.

Average price, present year, Cedar 41 cents each, Oak 65 cents.

Average number of years ties live, Cedar 7 years, Oak 10 years.

Ballast—

State kind of ballast, giving number of miles of each kind in this state, Nebraska.

Gravel, 74 miles.

Earth, 852 miles.

Grades in Nebraska—

State maximum grade, in feet, per mile. 79.2 feet.

State length of same, and where located. Between Irvington and De Bolt Place 7,000 feet. Between Irvington and South Omaha, 8,400 feet.

State length and gradient of longest grade. 3,100 feet. 5 feet per mile.

State total ascent in each direction. Westward and northward, 11,263.98 feet; east and westward, 8,656.25 feet.

State total mileage of level track. 140.48 miles.

Alignment in Nebraska—

State maximum curvature, where located. 9° Connection with C., St. P., M. & O. Ry. at Omaha.

State number of miles straight track. 758.42.

State number of miles curved track. 168.15.

Bridges in Nebraska—

State number. 1,448.

Iron, 1.

Wooden, 1,445.

Combination, 3.

Gauge of track in Nebraska, 4 feet 8½ inches.

Telegraph in Nebraska—

Operated by this company (for its own business) and by Western Union Telegraph Co. (for public business) 1,056 miles of line.

Operated by Western Union Telegraph Co., 2,054 miles of wire.
Average number of poles per mile, 30.

CROSSINGS IN NEBRASKA.

What railroad crosses your road at grade, and at what locality? Burlington & Missouri River (in Neb.) R. R. at Wahoo, Lincoln, Harvard, David City, Seward, Exeter, near Linwood (twice), York. Missouri Pacific R. R. at Omaha. Union Pacific R. R. at Platte River, Wahoo, Norfolk, Norfolk Junction, Humphrey. Omaha, Niobrara & Black Hills (U. P.) R. R. at Norfolk (twice). Omaha & Republican Valley (U. P.) R. R. at Brainard, David City. Kansas City & Omaha (U. P.) R. R. at Buxton, York. Atchison & Nebraska (B. & M. R.) R. R. at Seward. St. Joseph & Grand Island R. R. at Hastings. Omaha Belt Line R. R. at South Omaha.

What railroads cross your road, either over or under, and at what locality? Burlington & Missouri River R. R. at South Omaha.

Number of highway crossings at grade.....	398
Number of highway crossings over railroad	10
Number of highway crossings under railroad.....	26
Number of highway bridges 18 feet above track.....	10

FENCING IN NEBRASKA.

How many miles of your road in Nebraska are fenced?...	189.41
What is the average cost per rod (about).....	.44
What is the total cost of same, (about).....	\$89472 76
How many miles of fencing have you built during the year.....	75.11
Give the number of miles needed on both sides of your track in each county in Nebraska:	
In Dodge county	28.26
In Cuming "	19.36
In Stanton "	5.00
In Madison "	14.00
In Pierce "	21.00
In Antelope "	27.38
In Holt "	30.49
In Brown "	42.50
In Cherry "	83.50
In Sheridan "	21.00
In Dawes "	14.00
In Sioux "	18.00
In Colfax "	19.00
In Boone "	24.00
In Saunders "	7.01
In Lancaster "	1.55

TABULAR STATEMENT OF ACCIDENTS.

Causes of Accident.	KILLED.		INJURED.	
	Employees.	Others.	Employees.	Others.
Derailments	1			
Collisions	1		2	
Coupling cars			39	
Falling from trains	2		9	
Getting on and off trains.....			6	
Highway crossings				1
Miscellaneous		1	24	2
While intoxicated.....		1		
Trespassers on track.....		2		
Total	4	4	80	3

SUMMARY OF ACCIDENTS FOR NEBRASKA.

Number of persons killed during the year.....	8
Number of persons injured during the year.....	85
Number of casualties purely accidental during the year.....	66
Number resulting from lack of caution, carelessness on misconduct	24
Number of persons killed while intoxicated	1
Number of trespassers on track killed.....	2

REPORT
OF THE
CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA
RAILWAY COMPANY,
FOR THE YEAR ENDING JUNE 30, 1888.

GENERAL INFORMATION.

Name of common carrier making this report? Chicago, St. Paul, Minneapolis & Omaha Railway Co.

The Chicago, St. Paul, Minneapolis & Omaha Railway Company was formed by consolidation of the Chicago, St. Paul & Minneapolis Railway Company and the North Wisconsin Railway Company by articles of consolidation, dated May 25, A.D. 1880, filed same day. The first named company was organized under chapter 119, General Laws of Wisconsin for 1872, as amended by chapter 114, General Laws of said state for 1877, by the purchasers at a foreclosure sale of the property of the West Wisconsin Railway Co., originally incorporated by special act of the Wisconsin legislature as the Tomah & Lake St. Croix R. R. Co. [Special Laws of Wisconsin, 1863, chapter 243]. The North Wisconsin Railway Co. was organized by filing, November 17, 1871, a certificate of incorporation under authority of chapter 73 Revised Statutes of Wisconsin, 1858. For authority to consolidate, see chapter 260, Laws of Wisconsin, 1880. By the express terms of the articles of consolidation the consolidated company was empowered to purchase the lines of railway of the St. Paul & Sioux City R. R. Co. in any state or territory, and on May 9, A.D. 1881, it took a deed of the railways of the last named company in Minnesota, Iowa, Nebraska, and the territory of Dakota, receiving

its authority so to do from chapters 219, 228, and 362, Special Laws Minnesota, 1881; section 1, chapter 106, Laws Nebraska, 1879; section 450, Dakota Code, and the sale was afterwards confirmed in Iowa by chapter 119 of 19th General Assembly of that state, 1882. Its articles of consolidation were filed in Nebraska July 11, 1883. The line from Eau Claire to Chippewa Falls, both in Wisconsin, was acquired by purchase from the Eau Claire & Chippewa Falls Railway Co., December 17, 1883; the line from Chippewa Falls to Chicago Junction, both in Wisconsin, by purchase from the Chippewa Falls & Northern Railway Co. by deeds dated respectively February 13, 1882, and June 11, 1883; the line from Wayne to Randolph, both in Nebraska, was acquired by purchase from the Northeastern Nebraska R. R. Co. by deed dated June 8, 1888, and the line from Ashland Junction to Ashland, both in Wisconsin, acquired by deed dated December 9, 1885.

Location of general office? St Paul, Minn.

Location of operating office? St. Paul, Minn.

Name of every transportation line the operations of which are included in the revenue account?

Name	Length, miles	Title (lease or otherwise)
C., St. Paul, M. & O. Ry.....	1315.59	Main line and branches
Eau Claire Ry.....	2.74	Branch.
Superior Short Line Ry.....	9.87	Branch.
Superior Short Line of Minn....	2.60	Branch.
St. Paul, M. & M. Ry.....	11.40	Leased.
Illinois Central R. R.....	25.20	Leased.
Minneapolis & St. Louis Ry. Co.	27.00	Leased.

Total.....1894.40.

Name of all other properties the operations of which are included in the general balance sheet?

Name	Character of business	Title (owned, leased, etc.)
Menomone Ry. Co.....	Transportation	Operated.
Land Grants.....	Land	Owned.

NAMES OF DIRECTORS.

Albert Keep, Chicago, Illinois, June, 1889.
 Cornelius Vanderbilt, New York City, N. Y., June, 1889.
 Wm. K. Vanderbilt, " " " "
 H. McK. Twombly, " " " "
 Marvin Hughitt, Chicago, Ill., June, 1890.
 D. P. Kimball, Boston, Mass., "
 E. W. Winter, St. Paul, Minn., "
 W. L. Scott, Erie, Pa., "
 C. M. Depew, New York City, N. Y., June, 1890.
 M. H. Sykes, " " " June, 1891.
 Jno. M. Whitman, Chicago, Illinois, "
 J. H. Howe, St. Paul, Minn., "
 J. A. Humbird, Hudson, Wis., "

Date of annual meeting of stockholders for election of directors?

First Saturday after first Thursday in June.

Total number of stockholders at date of last election? 1,234.

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President—Marvin Hughitt, Chicago, Illinois.
 Vice President—M. L. Sykes, New York City, N. Y.
 Secretary—E. E. Woodman, Hudson, Wis.
 Treasurer—M. L. Sykes, New York City, N. Y.
 Chief Engineer—C. W. Johnson, St. Paul, Minn.
 General Counsel—J. H. Howe, "
 Attorney—S. L. Perrin, "
 Assistant Treasurer—S. O. Howe, New York City, N. Y.
 Auditor—L. A. Robinson, St. Paul, Minn.
 Local Treasurer—G. A. Hamilton, St. Paul, Minn.
 General Manager—E. W. Winter, "
 Traffic Manager—F. B. Clarke, "

General Superintendent—W. A. Scott, St. Paul, Minn.
 Division Superintendent—James McCabe, St. Paul, Minn.
 Division Superintendent—Hugh Spencer, “
 Division Superintendent—H. S. Jaynes, “
 Superintendent Telegraph—H. C. Hope, “
 General Freight Agent—J. T. Clark, “
 General Passenger Agent—T. W. Teasdale, “
 Baggage Agent—E. F. Woode, “
 Land Commissioner—W. H. Phipps, “

CAPITAL STOCK.

	Number of shares	Par value of shares	Market value of shares		Total par value	Total amt. issued and outstanding	What preference has the pre- ferred stock
			Highest	Lowest			
Capital stock authorized—							
Common..	300000	\$100 00	52½	29½	\$30000000 00	\$21408298 35	7 per cent
Preferred.	200000	100 00	110½	100	20000000 00	12646833 31	

Manner of payment for capital stock:

Issued for construction—

Common..... 51500

Preferred 34335

Issued for reorganization—

Common 69333

Preferred..... 29838

Issued for purchase—

Common 93200

Preferred..... 62800

Amount of capital stock per mile of road, \$25,882.02.

Amount of capital stock issued on the road in Nebraska, \$6,328,671.-

53 (approximate on basis of mileage).

FUNDED DEBT.

Class of bond or obligation	Time Date of issue	When due	Amt. actually issued	Cash realized on the amnt. outstanding	Rate	Interest When payable	Paid dur- ing year
First mortgage	May 9, '78	May 1, 1918	3000000 00		6	May 1	
						Nov. 1	180525 00
First mortgage	Jan. 1, '80	Jan. 1, 1930	800000 00		6	Jan. 1	
						July 1	48000 00
First mortgage	July 1, '78	July 1, 1908	125000 00		8	Jan. 1	
						July 1	10000 00
First mortgage	July 1, '79	Apr. 1, 1919	6070000 00		6	Apr. 1	
						Oct. 1	300630 00
First mortgage	Jan. 1, '78	Jan. 1, 1908	834800 00		7	Jan. 1	
						July 1	26199 35
First mortgage	June 1, '80	June 1, 1930	8882000 00	8945439 63	6	June 1	
First mortgage	June 1, '80	June 1, 1930	3708000 00			Dec. 1	719875 00
			22919800 00				1344729 25

(Interest due and unpaid, \$81743 25.)

FLOATING OR UNFUNDED DEBT.

FORM OF DEBT.

	Auditor's vouchers and accounts due, including pay- rolls.	Interest over- due and divi- dends unpaid.	Total.
Total.....	\$611764 80	\$419897 25	\$1031662 05

RECAPITULATION OF DEBT ACCOUNTS.

Accounts.	Amount.	Amount per mile of road.
Capital stock (less amount on hand).....	\$29819526 67	\$22619 16
Funded debt.....	22919800 00	17385 48
Total.....	\$52739326 67	\$40004 64

This company practically has no floating debts, as the total of its cash assets exceeds the total of floating debt by \$630,228.51.

**STATEMENT OF PERMANENT IMPROVEMENTS FOR
THE YEAR, NOT INCLUDED IN STATE-
MENT OF OPERATING EXPENSES.**

Items.	Charges for account of im- provements, etc.	Credits, prop- erty, and ma- terial sold.	Differences or net addi- tions to prop- erty, etc.
Construction—			
Land.....	\$ 87969 00	.....	\$87969 00
Fences.....	65641 76	.....	65641 76
Grading and masonry...	59905 44	.....	59905 44
Bridges.....	60413 90	.....	60413 90
Rails.....	13328 20	.....	13328 20
Ties.....	3240 09	.....	3240 09
Other superstructure...	62828 44	.....	62828 44
Buildings—			
Fuel and water stations,	14085 15	.....	14085 15
Passenger and freight			
station.....	54701 02	206 77	54494 25
Engine house, car sheds,			
and turn-tables.....	43191 98	.....	43191 98
Machine shops, car			
shops, etc.....	17537 37	.....	17537 37
Engineering expenses...	7787 91	.....	7787 91
Interest and discount—			
account construction..	.....	188060 00	138060 00
Telegraph line.....	10402 70	.....	10402 70
All other items.....	22343 40	.....	22343 40
Sidings and yard exten- sions.....	225007 55	.....	225007 55
Purchase of constructed road	257740 27	.....	257740 27
Terminal facilities, etc...	18786 44	32000 00	13263 56
Total construction....	1024860 62	170266 77	854493 85
Equipment—			
Locomotives.....	281717 06	.....	281717 06
Baggage cars.....	9077 12	.....	9077 12
Mail cars	4282 78	.....	4282 78
Passenger cars.....	36193 56	.....	36193 56
Freight cars.....	833700 03	.....	833700 03
Other cars.....	13468 17	.....	13468 17
Total equipment.....	1178438 72	.....	1178438 72
Grand total, construc- tion and equipment	2203299 34	170266 77	2033032 57

**STATEMENT OF PERMANENT IMPROVEMENTS ON
ROAD IN NEBRASKA, FOR THE YEAR, NOT
INCLUDED IN STATEMENT OF
OPERATING EXPENSES.**

Items.	Charges for account of im- provements, etc.	Credits, prop- erty, and ma- terial sold.	Differences or net addi- tions to prop- erty, etc.
Construction—			
Land.....	17374 05	.....	17374 05
Fences.....	8592 73	.....	8592 73
Grading and masonry...	617 28	.....	617 28
Bridges.....	128 43	.....	128 44
Rails.....	7664 89	.....	7664 89
Ties.....	3727 75	.....	3727 75
Buildings—			
Fuel and water stations.	3253 91	.....	3253 91
Passenger and freight station.....	27649 44	61 77	27587 67
Engine house, car sheds, and turn-tables.....	17686 02	.....	17686 02
Machine shops, car shops, etc.....	419 20	.....	419 20
Engineering expenses ...	1176 37	.....	1176 37
Interest and discount— account construction...	.....	25665 34	25665 34
Telegraph lines	2239 89	.....	2239 89
All other items.....	1743 45	.....	1743 45
Sidings and yard exten- sions.....	129196 41	.....	129196 41
Purchase of constructed road	257740 27	.....	257740 27
Total construction.....	479250 09	25727 11	453482 98
Total equipment (ap- proximate).....	219071 75	.....	219071 75
Grand total, construc- tion and equipment .....	.....	.....	672554 73

COST OF ROAD AND EQUIPMENT.

Item.	Total cost to June 30, 1887.	Net additions during year.	Total cost to June 30, 1888.	Cost per mile.
Cost of road—				
Land		87969 00		
Sidings and yard exten- sions		225007 55		
Fences		65641 76		
Grading and masonry....		59905 44		
Bridges and culverts.....		60413 90		
Rails		13328 20		
Ties		3240 09		
Other superstructure.....		62828 44		
Buildings		129308 75		
Engineering expenses....		7787 91		
Interest and discount— account construction...		138060 00		
Telegraph lines		10402 70		
Purchase of constructed road		257740 27		
Terminal facilities, etc. *		13263 56		
Other items		22343 40		
Total cost of road		854593 85		
Cost of equipment—				
Locomotives		281717 06		
Baggage cars		9077 12		
Mail cars		4282 78		
Passenger cars		36193 56		
Freight cars		833700 03		
Other cars		13468 17		
Total cost of equip- ment *		1178438 72		
Grand total, cost road and equipment	53883016 00	2033032 57	55916048 57	42502 64

* It is impossible to separate cost of construction from equipment in stating the aggregate cost of road.

REVENUE OR INCOME ACCOUNT.

Income from earnings.....	6740241	48	
Operating expenses.....	4544050	42	
Net earnings from operation.....			2196191 06
Income from other sources—			
Interest on bonds owned.....	3150	00	
Dividends on stock owned	4200	00	
Miscellaneous	618474	58	
			625824 58
Gross income less operating ex-			
penses.....			2822015 64
Deductions from income—			
Interest on funded debt.....	1850491	02	
Taxes	260629	97	
Rentals.....	87036	30	
Other expenditures, loss in operat-			
ing proprietary road.....	10451	11	
Total deductions.....			1708608 40
Net income from all sources.....			1113407 24
Dividends, 6 per cent preferred			
stock.....			675408 00
Deficit for the year.....			437999 24
Surplus on June 30, 1888.....			4527180 66

REVENUE OR INCOME ACCOUNT IN NEBRASKA.

Income from earnings.....	702243	58	
Operating expenses.....	536319	46	
Net earnings from operation.....			165924 12
Gross income less operating ex-			
penses.....			165924 12
Deductions from income—			
Taxes			47005 85
Total deductions.....			47005 95
Net income from all sources.....			118918 17

ANALYSIS OF EARNINGS.

Passenger—		
Passengers.....	\$ 1757294	54
Mail.....	125033	94
Express.....	91994	49
Other items.....	38949	77
Freight—		
Freight.....	4670097	97
Other items (switching).....	32838	98
Miscellaneous—		
From rentals of buildings, tracks, and terminals.	24031	79
Total	6740241	48

ANALYSIS OF EARNINGS FOR NEBRASKA.

Passenger—		
Passengers.....	138764	60
Mail.....	16414	87
Express.....	10161	95
Other items.....	2905	07
Freight—		
Freight	533190	59
Miscellaneous—		
From rentals of buildings, tracks, and terminals.....	806	50
Total.....	702243	58

INCOME FROM SOURCES OTHER THAN EARNINGS.

INTEREST ON BONDS OWNED.

Name	Total amount held	Rate	Interest received
Minnesota Transfer Railway Co. first mortgage bonds.....	95000 00	5	3150 00

INTEREST ON STOCK OWNED.

Name	Total par value	Rate	Dividend received
St. Paul Union Depot Co. stock.....	70000 00	6	4200 00
Minnesota Transfer Co. stock.....	7000 00		
Lake Superior Terminal & Transfer Ry. Co. stock.....	11700 00		
Sioux City Bridge Co. stock.....	3400 00		
Minneapolis Eastern Ry. Co. stock	15000 00		
Total.....	107100 00		4200 00

ANALYSIS OF OPERATING EXPENSES.

	Chargeable to Pass. traffic (Approximate)	Chargeable to Frg't traffic (Approximate)	Total
Renewal of rails.....	\$ 24387 76	\$136376 80	\$160764 56
Renewal of ties.....	21780 59	121737 88	148518 47
Repairs of roadway and track.....	95599 60	534220 39	629819 99
Repairs of bridges and cul- verts.....	18661 90	104113 74	122775 64
Repairs of buildings.....	31247 51	72980 34	104227 85
Repairs of fences and cross- ings.....	4916 81	27430 63	32347 44
Repairs of locomotives.....	86336 64	210393 26	296729 90
Repairs of cars.....	82184 97	236012 48	318197 45
Telegraph expenses (main- tenance).....	6050 84	14132 09	20182 93

	Chargeable to Pass. traffic (Approximate)		Chargeable to Frg't traffic (Approximate)		Total
Telegraph expenses (operating).....	26874	12	63268	48	90142 60
Agents.....	32140	26	76918	13	109058 39
Clerks	18288	40	69411	42	87699 82
Laborers.....	50208	22	244871	40	295079 62
Conductors.....	47220	60	89225	47	136446 07
Baggagemen.....	23955	25	.....		23955 25
Brakemen	34056	88	130002	00	164058 88
Engineers and firemen.....	129281	72	271965	09	401246 81
Locomotive wipers and dispatchers	25986	16	54666	11	80652 27
Salaries of general officers and clerks.....	46431	13	108442	55	154873 68
Outside agents.....	18161	17	35254	05	53415 22.
Advertising.....	10162	68	534	88	10697 56
Fuel for locomotives.....	236632	92	497795	77	734428 69
Oil, waste, and tallow.....	15914	41	33094	96	49009 37
Water supply.....	10286	51	21635	94	31922 45
Train supplies	28990	46	7058	34	36048 80
Station supplies.....	7886	80	18303	63	2614 43
Stationery and printing.....	14892	67	33614	90	48007 57
Contingencies (and miscellaneous)	1105	56	4422	17	5527 73
Damage and loss of freight and baggage.....	200	68	9833	18	10033 86
Damage to property and cattle.....	8255	82	17367	46	25623 28
Personal injuries.....	23993	59	29752	00	53745 59
Insurance	3634	73	10824	68	15459 41
Law expenses.....	6843	19	15982	67	22825 86
Mileage of cars.....	47045	17	26152	22	20892 95
Expenses of Missouri river transfer.....	1555	77	26938	26	28194 03
Taxes.....	78136	87	182493	10	260629 97
Total.	1319758	36	3484922	08	4804680 39

RECAPITULATION OF EXPENSES.

	Chargeable to Pass. traffic (Approximate)	Chargeable to Frg't traffic (Approximate)	Total
Maintenance of way and structure.....	202645 01	1010991 87	1213636 88
Maintenance of equipment..	168521 61	446405 74	614927 35
Conducting transportation...	768723 74	635955 42	2404679 16
General expenses, including taxes.....	179868 00	391569 00	571437 00
Grand total.....	1319758 36	3484922 03	4804680 39
Percentage of operating ex- penses to earnings	65.32	73.84	71.84

ANALYSIS OF OPERATING EXPENSES FOR NE-
BRASKA.

	Chargeable to Pass. traffic (Approximate)	Chargeable to Frg't traffic (Approximate)	Total
Renewal of rails.....	5393 87	30092 12	35485 99
Renewal of ties.....	3500 08	19526 73	23026 81
Repairs of roadway and track.....	14217 84	79310 59	93528 43
Repairs of bridges and cul- verts.....	2664 62	14799 96	17464 58
Repairs of buildings.....	2646 55	8385 35	11031 90
Repairs of fences and cross- ings.....	462 39	2579 66	3042 05
Repairs of locomotives.....	8470 26	23847 89	32318 15
Repairs of cars.....	5736 72	18575 84	24312 56
Telegraph expenses (main- tenance).....	406 00	1286 38	1692 38
Telegraph expenses (operat- ing).....	2282 48	7231 82	9514 30

	Chargeable to Pass. traffic (Approximate)	Chargeable to Frg't traffic (Approximate)	Total
Agents	8412 51	10812 21	14224 72
Clerks	1882 27	5968 78	7846 05
Laborers	742 21	23998 18	24740 39
Conductors	3900 25	9655 92	13556 17
Baggagemen	2094 35	.....	2094 35
Brakemen	2139 88	13090 95	15230 83
Engineers and firemen	12917 85	27174 80	40092 65
Locomotive wipers and dis- patchers	2895 05	6090 21	8985 26
Salaries of general officers and clerks	4623 54	14649 26	19272 80
Outside agents	1945 12	3775 82	5720 94
Advertising	1107 76	58 80	1166 06
Fuel for locomotives	23111 09	48617 93	71729 02
Oil, waste, and tallow	1544 61	3249 83	4793 94
Water supply	810 25	1704 50	2514 75
Train supplies	2010 85	545 97	2556 82
Station supplies	757 39	2399 70	3157 09
Stationery and printing	1276 40	4048 73	5325 18
Contingencies and miscella- neous	534 32	2137 33	2671 65
Damage and loss of freight and baggage	22 41	1097 99	1120 40
Damage to property and cattle	1033 45	2174 03	3207 48
Personal injuries	2654 09	2608 58	5262 67
Insurance	384 15	1217 21	1601 36
Law expenses	587 22	1860 57	2447 79
Mileage of cars	69 48	2979 52	2910 04
Expenses of Missouri river transfer	1555 77	26988 26	28494 03
Taxes	11276 73	35729 22	47005 95
Total	\$131069 81	\$452235 10	\$583325 41

RECAPITULATION OF EXPENSES.

	Chargeable to Pass. traffic (Approximate)	Chargeable to Frg't traffic (Approximate)	Total
Maintenance of way and structure.....	29291 35	155980 79	185272 14
Maintenance of equipment..	14206 98	42423 73	56630 71
Conducting transportation...	65886 24	190374 04	256210 88
General expenses, including taxes.....	21735 24	63476 44	85211 68
Grand total.....	\$131069 81	\$452255 60	\$583325 41
Percentage of operating ex- penses to earnings.....	77.81	84.72	83.07

RENTALS.

	Cash.	Total.
Rents paid for leased roads—name of road—		
St. P., M. & M. Ry. Co.....	\$22640 14	\$22640 14
M. & St. Louis Ry. Co.	12483 20	12483 20
Illinois Central Ry. Co.....	11100 00	11100 00
St. Paul Union Depot Co.....	6119 45	6119 45
Mpls. Union Ry. Co.....	34693 51	34693 51
Total.....		87036 30

GENERAL BALANCE SHEET.

	Dr.
Cost of road.....	\$55916048 57
Cost of equipment.....	
Bonds of other companies.....	95000 00
Stock of other companies.....	105700 00

Cash Items—

Cash.....	\$	600576	16
Bills receivable.....		8151	84
Due from agents		152574	01

Other assets—

Material and supplies.....		796652	50
Total balances from companies and individuals...		993571	03
Traffic balances (net).....		40218	35
Sundries.....		37122	09

58745614 55

Cr.

Capital stock.....	\$34050126	66	\$
Less stock owned.....	4280599	99	29819526 67
Funded debt.....			22919800 00
Floating or unfunded debt.....			1031662 05
Accrued interest on funded debt not yet payable.....			184000 00
Land grants less notes and contracts not yet due.....			93122 31
Accrued taxes not yet due.....			170322 86
Profit and loss—			
Surplus from operation.....			4527180 66

58745614 55

DETAILS OF IMPORTANT CHANGES DURING THE YEAR.

The Northeastern Nebraska R. R., a railroad running from Wayne to Randolph, Nebraska, a distance of 21.63 miles, was bought by this company June 8, 1888.

The Neillsville branch, in Wisconsin, was extended into Neillsville, a distance of 1.37 miles, and opened for business Dec. 19th.

CONTRACTS, AGREEMENTS, ETC.

WELLS FARGO & COMPANY'S EXPRESS CO.

The railway company to provide on each of its passenger trains running in the state of Nebraska sufficient facilities for the transportation of all freight and express matter and to transport free all messengers, safes and contents, empty packing trunks and bullion bags, also the officers, agents, or employes when traveling on business for the express company. The express company to pay 15 cents per mile per day for each day regular passenger trains are run over the lines of railway in Nebraska, less 10 per cent of the gross amount due each month, said deduction being a compensation to the express company for the transportation and delivery of all letters, packages, and goods of the railway company, sent or delivered on the lines of its road, or over lines of railroad operated by express company. The express company to have the right to carry an average weight over the road in Nebraska of 5000 pounds per day, and for any excess over 5000 pounds daily at the rate of 30 cents per hundred pounds per one hundred miles, less the 10 per cent as above.

MAILS.

This company carries United States mails upon compensation fixed by the U. S. P. O. Department. There are no contracts.

TELEGRAPH COMPANIES.

The Western Union Telegraph Company owns one-half of all telegraph lines on this company's right of way. When the joint interests of the companies require additional facilities the same shall be furnished by the telegraph company, the railway company to pay half the cost thereof. The railway company to carry free over its road all material necessary for the telegraph line construction on its road, and distribute the same, and give free passage to all agents of the telegraph company while engaged in the work of construction. The cost of repairs, maintenance,

and of keeping the line in working order, is proportioned as follows: The telegraph company furnishes all the material necessary, the railway company the labor, each company to pay one-half the cost of all instruments used. The railway company shall cause its operators to receive and transmit at all telegraph offices it may establish, when the wires are not occupied by its own business, all messages, commercial business, or business for the public, collecting therefor the usual rates charged, to be fixed by the telegraph company, and pay the proceeds to the telegraph company. The telegraph company furnishes all the main and local batteries, and all the books and blanks required for the commercial business, and to receive and transmit messages of the railway company at all its stations free of charge, and all business messages, upon the affairs of the railway company, over any of its lines wherever situated, in the order of their receipt, to the amount of \$2,500 per annum, at regular tariff rates.

EMPLOYES AND SALARIES—APPROXIMATE.

CLASS.	NO.	COMPEN- SATION.
President, Vice President and Treasurer, Secretary, Chief Engineer, General Solicitor, Assistant So- licitor, Auditor, General Manager, Traffic Man- ager, General Freight Agent, General Passenger Agent, Baggage Agent, General Superintendent, and three Division Superintendents	16	5181 00
Roadmasters	8	109 38
Assistants to executive officers.....	6	177 77
General offices in Nebraska—		
Clerks	3	64 44
Station agents.....	30	39 28
Station agents' clerks.....	16	57 19
Station agents' helpers.....	50	43 07
Baggagemen—stations.....	1	65 00

CLASS.	No.	COMPEN- SATION
Baggagemen—train.....	3	46 72
Conductors—passenger trains.....	3	83 33
Conductors—freight trains.....	12	68 89
Brakemen—passenger trains.....	3	46 66
Brakemen—freight trains.....	23	45 85
Engineers—passenger trains....	27	82 22
Engineers—freight trains.....		
Firemen—passenger trains.....	27	53 10
Firemen—freight trains.....		
Locomotive dispatcher.....	4	50 00
Train dispatchers.....	4	100 00
Operators.....	10	44 50
Material clerks.....	2	42 50
Mechanics—state various classes, Nebraska—		
Machinists.....	6	74 77
Carpenters.....	21	68 70
Plumbers.....	1	75 00
Car repairers.....	18	52 54
Boilermakers.....	1	66 41
Blacksmith.....	1	62 93
Laborers—state various classes, Nebraska—		
Section foremen.....	40	45 75
Trackmen.....	298	32 85
Switchmen, flagmen and watchmen.....	9	45 48
Laborers at shops.....	39	85 00
Coal heavers and pumpmen.....	14	40 00
Roadmaster.....	1	100 00
Assistant roadmaster.....	1	75 00
Missouri River transfer steamer crew.....	16	56 00
Total amount paid to officers and employes and charged to road in Nebraska.....		362305 76

STATISTICS—PASSENGR, FREIGHT, AND TRAIN MILE- AGE, IN NEBRASKA—(APPROXIMATE.)

Passenger traffic—

- Number of passengers carried, 108,410.
- Number of passengers carried one mile, 5,359,790.
- Average distance traveled by each passenger, 49.44.
- Average amount received from each passenger, \$1.35.
- Average rate of fare per mile, all passengers, $2\frac{59}{100}$ cents.
- Passenger earnings per mile of road, \$567.50.
- Cost of transporting each passenger one mile, $2\frac{45}{100}$ cents.
- Profit per passenger per mile, $\frac{14}{100}$ of a cent.
- Passenger earnings per train mile, 77 cents.

Freight traffic—

- Number of tons of freight carried, 301,357.
- Total freight mileage or tons carried one mile, 47,915,763.
- Average ton haul for all freight, 159 miles.
- Average rate per ton per mile, $1\frac{11}{100}$ cents.
- Freight earnings per mile of road, \$2,181.42.
- Freight earnings per train mile, \$1.64.
- Cost of carrying one ton one mile, $\frac{24}{100}$ of a cent.
- Profit per ton per mile, $\frac{17}{100}$ of a cent.

Passenger and freight—

- Transportation earnings per mile of road, \$2,748.92.
- Expense per mile of road, \$2,385.59.
- Net earnings per mile of road, \$363.33.
- Total earnings per mile of road including mails, express, etc., \$2,871.93.
- Total earnings per train mile, \$13.9.

Train mileage—

- Miles run by passenger trains during year, 180,585.
- Miles run by freight and mixed trains during year, 323,724.
- Total mileage of loaded freight cars, 2,860,272.
- Total mileage of empty freight cars, 1,299,325.
- Total mileage of trains earning revenue, 504,309.

Average number of cars in freight train, 12.92.

Average number of cars in freight train, loaded, 8.92.

Average number of cars in freight train, empty, 4.

Average number of tons of freight in train, 88.93.

FREIGHT TRAFFIC MOVEMENT—COMPANY'S MATERIAL EXCLUDED.

	Tons.
Grain	532942
Flour	185445
Meal, bran, and mill-stuffs.....	116397
Dressed beef.....	9165
Live stock	77253
Hay.....	48138
Coal.....	288157
Stone.....	110479
Cement, brick, sand, etc.....	56787
Iron and other ores, bar and sheet metal.....	53846
Machinery and castings.....	25521
Agricultural implements.....	13820
Wool.....	4984
Lumber	654507
Petroleum and other oils.....	4662
Wine and liquors.....	11105
Wagons, carriages, tools, etc.....	1439
Household goods and furniture.....	9036
General merchandise.....	226669
Other important commodities carried by this company not mentioned above.....	171180
Iron, pig and bloom.....	16244
Iron and steel rails.....	19811
	<hr/>
	2637587

TONNAGE OF ARTICLES FORWARDED IN NEBRASKA
—COMPANY'S MATERIAL EXCLUDED.

	Tons.
Grain	88995
Flour	1305
Meal, bran, and mill-stuffs.....	1192
Dressed beef.....	345
Live stock.....	33034
Hay	3326
Fruit, vegetables, and seeds.....	832
Coal.....	6191
Salt.....	91
Stone.....	4497
Cement, brick, sand, etc.....	3445
Iron and other ores, bar and sheet metal.....	936
Machinery and castings.....	939
Agricultural implements.....	988
Wool.....	136
Lumber.....	14622
Petroleum and other oils.....	41
Wine and liquors.....	1154
Wagons, carriages, tools, etc.....	25
Household goods and furniture.....	654
General merchandise.....	28679
	<hr/>
	191427

DESCRIPTION OF EQUIPMENT.

LOCOMOTIVES.	No. added during year.	Total number at end of year.	Weight of locomotive and tender, with water and fuel.		Length of locomotive and tender.		Average capacity of tender.		Loco. equipped with air-brakes.
			Maxim.	Average.	Max.	Av.	Water—gals.	Fuel—lbs.	
Passenger	6	52	164100	117700	45.6	48.5	2200	9000	18*
Freight.....	19	157	178000	132200	45.7	44	2200	11000	135†
Switching.....	6	24	128000	108900	40.4	36.3	1800	9000	1‡

KIND OF CARS.	Number added during year.	Total number at end of year.	No. Wheels.	Heaviest empty car. Weight.	Max. carrying capacity.		Length of cars.		No. cars fitted with Westinghouse train-brake.	No. cars fitted with coupler & platform.
					No. persons	No. pounds	Maxim.	Average		
First-class passenger cars.....	...	45	12	58000	62	.....	62.4	61	45	46‡
First-class composite car.....	6	26	8	52000	56	.....	57.11	56	26	24‡
Second-class passenger cars. ....	...	7	8	46500	56	.....	57.3	54	7	7
Dining cars.....	...	2	12	73600	40	.....	68.8	.....	2	2‡
Parlor cars.....	...	4	12	70350	44	.....	66.4	.....	4	4‡
Baggage cars.....	...	11	8	50000	...	.....	56.4	52	11	11‡
Baggage cars.....	...	13	12	54000	...	.....	56.4	.....	13	13‡
Mail cars.....	...	3	8	35000	...	.....	46.3	44.3	3	3‡
Mail cars.....	...	3	13	50800	...	.....	57	56.7	3	3‡
Express cars.....	...	7	8	50000	...	.....	56.4	52	7	7‡
Combined mail and express cars. ....	...	10	8	48350	...	.....	56.4	52.8	10	10‡
Other cars in passenger service...	...	17	8	44700	27	.....	54.2	57	17	9‡
Box freight cars.....	498	4982	8	27320	...	40000	34	31	...	...
Platform cars.....	...	1223	8	17800	...	40000	33	31.6	...	...
Stock cars.....	...	410	8	23300	...	40000	33	30.6	...	...
Coal cars.....	500	900	8	23900	...	50000	34	33	...	...
Cabooses.....	1	108	8	29700	...	.....	.....	.....	...	...
Derrick cars.....	1	4	8	39800	...	60000	34	.....	...	...
Other car, viz—										
Charcoal cars.....	6	24	8	24000	...	28000	33	.....	...	...
Refrigerator cars.....	...	35	8	33300	...	40000	33	.....	...	...

* Am. steam brake.

† Westinghouse.

‡ Eame's vacuum.

§ Miller.

¶ Link

DESCRIPTION OF EQUIPMENT ON ROAD IN NEBRASKA—(APPROXIMATE.)

LOCOMOTIVES.	No. added during year.	Total number at end of year.	Weight of locomotive and tender, with fuel and water.		Length of locomotive and tender.		Average capacity of tender.	
			Maxim.	Average.	Max.	Av.	Water-gals.	Fuel—lbs.
Passenger	9	9	164100	117700	45.6	43.5	2200	9000
Freight.....	28	28	178000	132800	45.7	44	2200	11000
Switching.....	4	4	128000	108300	40.4	36.3	1800	9000

KIND OF CARS.	No. added during year.	Total number at end of year.	No. wheels.	Weight.	No. persons.	No. pounds.	Maxim.	Average.	Cars fitted with West-inghouse air-brake.	Cars fitted with Miller coupler and platform.
First-class passenger cars.....	8	12	8	58000	62	62.4	61	8	8	8
First-class composite cars.....	5	8	8	58000	56	57.11	56	5	5	5
Second-class passenger cars	1	8	8	46500	56	57.3	54	1	1	1
Baggage cars.....	4	8	8	50000	...	56.4	52	4	4	4
Mail cars.....	1	8	8	35000	...	46.3	44.3	1	1	1
Express cars.....	1	8	8	50000	...	56.4	52	1	1	1
Combined mail and express.....	2	8	8	48850	...	54.4	52.8	2	2	2
Other cars in passenger service.....	3	8	8	44700	27	54.2	51	3	3	3
Box freight cars.....	915	8	8	27820	...	40000	34	31	...	...
Platform cars.....	227	8	8	17800	...	40000	33	31.6	...	...
Stock cars.....	76	8	8	23300	...	40000	33	30.6	...	...
Coal cars.....	166	8	8	23900	...	50000	34	33	...	...
Cabooses.....	20	8	8	29700	...	...	...	...	...	...
Derrick cars.....	1	8	8	39800	...	60000	34	...	...	...
Other cars, viz—										
Charcoal cars.....	4	8	8	24000	...	28000	33	...	...	...
Refrigerator cars.....	7	8	8	33500	...	48000	33	...	...	...

The total equipment of this company is shown on page 48. This equipment is not assigned to any particular division, but is used on the whole road as the wants of the service requires; in order to answer the above questions, however, we have apportioned the equipment in Nebraska on the basis that the mileage in Nebraska bears to the whole road.

DESCRIPTION OF ROAD.

MAIN LINE AND BRANCHES.

	MILES			
	Constr'd during year	Owned Total owned	Leased	Total operated
Main line—single track—				
Wisconsin—Elroy to N. Wis. Jc..		174.38	.....	174.38
Minnesota—Minneapolis to Iowa state line.....		187.81	27.00	214.81
Iowa—Minnesota state line to Sioux City		57.10	25.20	82.30
Nebraska—Covington to Omaha..		126.81	.....	126.81
		<hr/>	<hr/>	<hr/>
Total.....		546.10	52.20	598.30
Main line—double track—				
Wisconsin—N. Wis. Jc. to Min- nesota state line.....		3.19	.....	3.19
Minnesota—Wisconsin state line to Minneapolis.....		17.60	11.40	29.00
		<hr/>	<hr/>	<hr/>
Total.....		20.79	11.40	32.19
Branches—single track—				
Wisconsin—West Eau Claire to Shaw's Mill.....		2.74	.....	2.74
Wisconsin—Merrillan to Neills- ville.....	1.97	15.37	.....	15.87
Wisconsin—Eau Claire to Chicago Junction		80.62	.....	80.62
Wisconsin—Superior Junction to Itaska St. switch.....		60.57	.....	60.57
Wisconsin—Superior Short Line Junction to West Superior.....		8.28	1.59	9.87

	MILES			
	Constr'd during year	Owned Total owned	Leased	Total operated
Wisconsin—N. Wis. Jc. to Bay- field	178.24	.....	178.24
Wisconsin—Ashland Junction to Ashland (Short Line).....	5.69	.....	5.69
Wisconsin—River Falls Junction to Ellsworth.....	24.82	.....	24.82
Branches—single track—				
Minnesota—Ruis Point to Duluth	2.60	.....	2.60
Minnesota—Stillwater Junction to Stillwater.....	3.30	.....	3.30
Minnesota—St. Croix drawbridge to Stillwater switch.....	4.55	.....	4.55
Minnesota—Lake Crystal to El- more.....	44.00	.....	44.00
Minnesota—Heron Lake to Pipes- ton	55.10	.....	55.10
Minnesota—Sioux Falls Junc. to Dakota Territory line.....	42.53	.....	42.53
Minnesota—Luverne to Iowa state line.....	10.56	.....	10.56
Iowa—Minn. state line to Doon...	17.44	.....	17.44
Nebraska—Coburn Jc. to Pouca..	15.82	.....	15.82
Nebraska—Emerson to Norfolk...	46.50	.....	46.50
Nebraska—Wakefield to Harting- ton	33.76	.....	33.76
Nebraska—Waynes to Randolph.	21.63	.....	21.63
Territory of Dakota—Minnesota state line to Mitchell.....	88.20	.....	88.20
Total.....	1.37	762.32	1.59	763.91
Total main line, in Nebraska	126.81	.....	126.81
Total branches, in Nebraska	117.71	.....	117.71
Total length of road.....	1329.21	65.19	1394.40

SIDINGS.

	MILES			
	Constr'd during year	Owned Total owned	Leased	Total operated
Sidings on main line—				
Wisconsin.....	15.59	100.16	.....	100.16
Minnesota.....	5.75	86.14	.....	86.14
Iowa.....	2.09	22.99	.....	22.99
Nebraska.....	18.60	43.65	.....	43.65
Territory of Dakota.....	.68	6.40	.....	6.40
Total.....	42.71	259.34	.....	259.34
Total sidings.....	.....	259.34	.....	259.34
Total sidings in Nebraska....	.....	43.65	.....	43.65
Total length of track.....	.....	.....	.....	1653.74
Total length of track in Neb. ....	.....	.....	.....	288.17

TRACK AND ROAD-BED.

	Maximum weight per yard—lbs.	Minimum weight per yard—lbs	Miles of each class of rails
American iron—			
State of Wisconsin.....	.....	50	81.81
State of Minnesota.....	.....	.....	112.32
State of Iowa.....	.....	.....	18.38
State of Nebraska.....	.....	.....	89.61
Territory of Dakota.....	.....	.....	33.15
Total American iron.....	.....	.....	335.27
American steel—			
State of Wisconsin.....	65	56	472.05
State of Minnesota.....	65	56	255.77
State of Iowa.....	.....	50	56.16
State of Nebraska.....	65	56	154.91
Territory of Dakota.....	.....	56	55.05
Total American steel.....	.....	.....	993.94
Total miles, iron rails.....	.....	.....	335.27
Total miles iron rails in Neb..	.....	.....	89.61
Total miles steel rails.....	.....	.....	993.94
Total miles steel rails in Neb..	.....	.....	154.91

Cross-ties in Nebraska—

Maximum number per mile, 3,000.

Minimum number per mile, 2,700.

Average number per mile, 2877.

Kind, White Oak, Cedar, Pine, Hemlock, Tamarack, Rock Elm.

Average size, 8 feet long, 8 inches fair.

Average price, present year, 50 cents.

Average number of years ties live, 4 years.

Grades in Nebraska—

State maximum grade, in feet, per mile. 116 feet.

State length of same, and where located. 5,500 feet, Mill Creek.

State length and gradient of longest grade. 10,500, 66 ft. per mile.

State total ascent in each direction. Southward, 2,640 feet.

" " " " Northward 2,922 feet.

State total mileage of level track. 65.32 miles.

Alignment in Nebraska—

State maximum curvature, where located. 12.30, Covington.

State number of miles straight track. 217.78 miles.

State number of miles curved track. 34.09 miles.

Bridges in Nebraska—

State number.

Wooden, 627.

Combination, 1.

Gauge of track in Nebraska, 4 feet, 8½ inches.

Telegraph in Nebraska—

Operated by this company, 222 miles of line.

" " " 591 miles of wire,

CROSSINGS IN NEBRASKA.

What railroad crosses your road at grade, and at what locality?

Sioux City & Pacific R. R. at Blair.

FENCING IN NEBRASKA.

How many miles of your road in Nebraska are fenced?...	200
How many miles of fencing have you built during the year.....	26½
Give the number of miles needed on both sides of your track in each county in Nebraska:	
In Cuming county	4
In Blackfield "	4
In Dakota "	8
In Dixon "	3½
In Cedar "	13½
In Wayne "	7
In Madison "	2½
Total miles.....	42½

TABULAR STATEMENT OF ACCIDENTS.

Causes of Accident.	KILLED.		Passengers.	INJURED.	
	Employees.	Others.		Employees.	Others.
Derailements.....			2	3	
Collisions.....	1			3	
Caught in frogs, guard rails, or switches.....	1				
Coupling cars				2	
Falling from trains				1	
Getting on and off trains.....	1			2	
Highway crossings.....					1
Miscellaneous				8	
Stealing rides.....		1			
Total.....	3	1	2	19	1

SUMMARY OF ACCIDENTS FOR NEBRASKA.

Number of persons killed during the year.....	4
Number of persons injured during the year.....	22
Number of casualties purely accidental during the year.....	5
Number resulting from lack of caution, carelessness or misconduct	20
Number of tramps or others stealing rides killed or injured.....	1

REPORT
OF THE
CHICAGO, KANSAS & NEBRASKA RAILWAY
COMPANY,
FOR THE YEAR ENDING JUNE 30, 1888.

GENERAL INFORMATION.

Name of common carrier making this report? Chicago, Kansas & Nebraska Railway Co.

Date of organization? March 17, 1886.

Under laws of what government, state, or territory organized? Kansas.

With what other companies consolidated? Chicago, Rock Island & Colorado Ry. Co.

Date and authority for each consolidation? June 18, 1888, Board of Directors. Ratified at stockholders' meeting, June 18, 1888.

Location of general office? Topeka, Kansas.

Location of operating office? Topeka, Kansas.

Date when main line was opened for business? November 21, 1886.

Name of every transportation line the operations of which are included in the revenue account? Chicago, Kansas & Nebraska Ry., 1179.9 miles (owned), in course of construction, 1179.9 miles built June 30, 1888; 68 miles (leased), March 19, 1887.

NAMES OF DIRECTORS.

H. A. Parker, Topeka, Kas., June 13, 1889.

C. F. Jilson, " "

D. Atwood, " "

H. F. Morris, " "

John Sebastian " "

M. A. Low, " "

Geo. W. Samuel, St. Joseph, Mo. "

Date of annual meeting of stockholders for election of directors?

2d Wednesday in June.

Total number of stockholders at date of last election? 319.

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President—M. A. Low, Topeka Kansas.

Vice President—H. A. Parker, "

Secretary—C. F. Jilson "

Treasurer—C. F. Jilson, "

Chief Engineer—H. A. Parker, "

General Solicitor—M. A. Low, "

Auditor—H. F. Morris, "

Gen'l Manager—H. A. Parker, "

Gen'l Freight Ag't—D. Atwood, "

Gen'l Sup't—W. I. Allen, "

Division Superintendent—M. E. Wattles, Herington, Kas.

Division Superintendent—C. Dunlap, Horton, Kas.

Superintendent Telegraph—A. R. Swift, Chicago, Ills.

General Passenger Agent—John Sebastian, Topeka, Kas.

General Ticket Agent—John Sebastian, "

Tax Commissioner—J. C. Cooper, "

CAPITAL STOCK.

	Number of shares	Par value of shares	Total par value	Total amt. issued and outstanding
Capital stock authorized:				
Common.....	350000	\$100	\$35000000	\$16145000
Manner of payment for capital stock				Total realized
Issued for cash, common.	13149			\$1314900
Issued for construction, common *	137500			
Issued for bonds of coun- ties, cities, and town- ships †	10765			
Issued to individuals, and sent out for collec- tion	86			
	161450			\$1314900

Amount of capital per mile of road, \$13,682.20.

FUNDED DEBT.

Class of bond or obligation	TIME Date of issue.	When due	Amount of au- thorized issue	Amount actually issued	Rate	INTEREST When payable.	Due & un- paid.
First Mortgages.....	July 1, '86	July 1, '94	\$23600000	\$20000000	6 Jan. 1 & July 1	\$1000000	

* Issued to C., R. I. & P. Ry. Co. for advances.

† Sent to C., R. I. & P. Ry. Co. for sale, and not yet accounted for.

‡ Interest accrued during the year.

7,000,000 bonds sent to C., R. I. & P. Ry. Co. previous to July 1, 1887, making 1 year's interest at 6 per cent, \$420,000.

8,000,000 " " " from July 1 to December 15, 1887, to which were attached the coupons falling due January 1, 1888, and July 1, 1888, 1 year's interest at 6 per cent, \$480,000.

4,000,000 " " " from December 19, 1887, to May 17, 1888, to which were attached 6 months coupons falling due July 1, 1888, \$120,000.

1,000,000 " " " from May 26, 1888, to June 26, 1888, inclusive, to which were attached coupons falling due January 1, 1889, not accrued.

These bonds delivered to C., R. I. & P. Ry. Co., from time to time, and no record yet furnished this company when interest on same was to be charged up, and no demand made as yet for the accrued interest.

Whatever interest is due C., R. I. & P. Ry. Co., on advances made by them, will apply to the reduction of interest on these bonds which the C., R. I. & P. Co. holds.

FLOATING OR UNFUNDED DEBT.

For what incurred.	FORM OF DEBT.					Total.
	Bills payable.	Auditors' Vouchers and accounts due, including pay-rolls.	Traffic Balances.	Interest overdue and dividends unpaid.	Miscellaneous.	
For construction.....	2550 00	72008 82	.....	.....	.....	74558 82
Rentals.....	.....	13958 88	.....	.....	.....	13958 88
Operating expenses.....	414 14	196523 08	32975 65	.....	459 09	280407 96
Advanced by C., R. I. & P. Ry. Co. acct. cons. and equipment.....	23981379 27	.....	.....	.....	.....	23981379 27
Int. on C., R. I. & P. Ry. advances.....	.....	.....	.....	1026107 04	.....	1026107 04
Total.....	23984343 41	282490 28	32975 65	1026107 04	459 09	25376411 42

RECAPITULATION OF DEBT ACCOUNTS.

Accounts.	Amount.	Amount per mile of road.
Capital stock.....	\$ 1314900 00	\$ 1114 32
Floating debt (less assets).....	24771699 81	20992 97
Total.....	\$26086599 81	\$22107 29

STATEMENT OF PERMANENT IMPROVEMENTS FOR THE YEAR, NOT INCLUDED IN STATEMENT OF OPERATING EXPENSES.

ITEMS.	Charges for account of improvements, etc.	Credits Property and material sold.	Differences or net additions to property, etc.
Construction—			
Land and land damages	\$1478413 94	251265 12	\$1227148 82
Grading and masonry...	236497 92	.....	236497 92
Bridges—iron.....	2565603 40	.....	2565603 40
Bridges.....	1596028 62	.....	1596028 62
Rails.....	2693245 13	.....	2693245 13
Ties.....	1184233 78	.....	1134238 73
Other superstructure....	1812100 99	.....	1312100 99

ITEMS.	Charges for account of improvements, etc.	Credits Property and material sold.	Differences or net additions to property, etc.
Buildings—			
Fuel and water stations.	\$186502 18	\$.....	\$186502 18
Passenger and freight stations	951744 78	.....	951744 78
Engineering expenses	195695 40	.....	195695 40
Interest and discount—account construction.....	224518 73	.....	224518 73
Telegraph line.....	9449 45	.....	9449 45
All other items	88863 97	.....	88863 97
Purchase of roads.....	208707 94	85000 00	123707 94
Total construction.....	12881606 18	336265 12	12545341 06
Equipment—			
Locomotives.....	.....	.....	535857 65
Express and baggage and mail cars.....	.....	.....	28198 87
Passenger cars.....	.....	.....	62174 32
Chair cars.....	.....	.....	41750 00
Sleeping cars.....	.....	.....	33642 85
Other passenger train cars.....	.....	.....	6420 65
Freight cars.....	.....	.....	972035 21
Total equipment.....	1680079 55	.....	1680079 55
Grand total construction and equipment	14561685 73	336265 12	14225420 61

COST OF ROAD AND EQUIPMENT.

ITEMS.	Total cost to June 30, '87.	Net additions during year.	Total cost to June 30, '88.	Cost per mile.
Cost of Road—				
Land and damages.....	\$1651753 72	\$1227148 82	\$2878902 54	\$2439 75
Fences.....	76809 16	236497 92	313307 08	265 52
Grading and masonry...	2041897 31	2565603 40	4607500 71	3904 67
Bridges and culverts....	892134 20	1596028 62	2488162 82	2108 61
Rails.....	2163938 50	2698245 13	4859183 63	4116 26
Ties.....	1245498 77	1134233 73	2379732 50	2016 72
Other superstructure....	646464 12	1312100 99	1958565 11	1659 80
Buildings.....	292858 73	1138246 96	1431105 69	1212 81
Engineering expenses....	211996 98	195695 40	407692 38	345 50
Interest and discount— account construction..	54181 35	224518 73	278700 08	236 19
Telegraph line.....	23360 10	9449 45	32809 55	27 80
All other items.....	201040 92	212571 91	413612 83	350 52
Total cost of road.....	9501933 86	12545341 06	22047274 92	18684 15
Cost of equipment—				
Locomotives.....	183363 00	535857 65	719220 65	609 51
Combination — express, baggage and mail.....	48486 13	28198 87	76685 00	64 98
Passenger cars.....	79664 68	62174 32	141839 00	120 20
Chair cars.....	.....	41750 00	41750 00	35 38
Sleeping cars.....	.....	33642 85	33642 85	28 51
Other passenger train cars.....	.....	6420 65	6420 65	5 44
Freight cars.....	810223 82	972035 21	1782259 03	1510 40
Total cost of equipment	1121737 63	1680079 55	2801817 18	2374 42
Grand total, cost road and equipment.....	10623671 49	14225420 61	24849092 10	21058 57

REVENUE OR INCOME ACCOUNT.

Income from earnings.....	\$1657725	96	
Operating expenses.....	1482173	34	
Net earnings from operation.....			\$175552 62
Income from other sources—			
Miscellaneous.....	790	30	790 30
Gross income less operating ex-			
penses.....			176342 92
Deductions from income—			
Interest on floating debt.....	1026107	04	
Taxes.....	6146	01	
Rentals.....	41098	21	
Total deductions.....			1073351 26
Net deficit from all sources.....			897008 84
Deficit for year.....			897008 34

REVENUE OR INCOME ACCOUNT IN NEBRASKA.

Income from earnings.....	\$161594	41	
Operating expenses.....	222326	00	
Net loss from operation.....			\$60781 59

ANALYSIS OF EARNINGS.

Passenger—			
Passengers.....	\$527287	66	
Mail.....	44589	74	
Express.....	16886	93	
			<u>\$588764 33</u>

Freight—

Freight	\$976922 62	
Rent of cars (balance only).....	88732 06	
		<u>1065654 68</u>

Miscellaneous—

From rentals of buildings, tracks, and terminals.....	2459 19	
From other sources.....	771 87	
		<u>3281 06</u>
		<u>\$1657650 07</u>

ANALYSIS OF EARNINGS FOR NEBRASKA.

Passenger—

Passengers	\$42490 04	
Mail	9527 10	
Express.....	2533 04	
		<u>\$54550 18</u>

Freight

Freight.....	93251 76	
Rent of cars (balance only).....	13309 81	
		<u>106561 57</u>

Miscellaneous

From rentals of buildings, tracks, and terminals.....	366 88	
From other sources.....	115 78	
		<u>482 66</u>
		<u>\$161594 41</u>

INCOME FROM SOURCES OTHER THAN EARNINGS.

St. Jos. Union Depot stock	\$5558 75
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ANALYSIS OF OPERATING EXPENSES.

Items.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Maintenance of way and structure:			
Repairs of roadway.....	\$112143 82	\$209135 45	\$321279 27
Repairs of bridges, cul- verts, and cattle guards	1690 14	3151 90	4842 04
Repairs of fences, road crossings, and signs.....	622 27	1160 44	1782 71
Repairs of buildings.....	8912 89	16621 51	25584 40
Total.....	\$128369 12	\$230069 30	\$353438 42
Maintenance of equipment:			
Locomotive repairs.....	37179 53	69335 58	106515 11
Repairs passenger cars....	34026 14	.....	34026 14
Repairs freight cars .....	.....	65996 98	65996 98
Total	\$71205 67	\$135332 56	\$206538 28
Conducting transportation:			
Wages—Locomotives	68262 33	117977 04	181239 87
Other train men.....	30420 84	75879 22	106300 06
Station agents—clerks and helpers, switch- men, flagmen, watch- men	49804 20	92879 16	142683 86
Fuel for locomotives	64285 21	119884 59	184169 80
Water supply.....	10030 68	18706 07	28736 75
Oil and waste.....	4898 95	9135 96	14034 91
Train supplies.....	2095 00	4818 26	6413 26
Station supplies.....	8764 18	7019 75	10783 93
Cars, rent of (balance only)	4752 07	.....	4752 07
Telegraph — maintenance and operating.....	13468 98	25118 09	88587 07
Total	\$246782 44	\$470918 14	\$717700 58

Items.	Chargeable to Pass. traffic	Chargeable to Frg't traffic	Total
General expenses:			
Salaries of officers, salaries of clerks.....	\$20869 78	\$38919 65	\$59789 38
Office expenses and sup- plies	618 38	1143 88	1757 26
Agencies, including sal- aries and rent, and ad- vertising	25174 40	2868 66	28043 06
Commissions paid.....	1072 62	.....	1072 62
Loss and damage of freight and baggage....	2387 97	4453 29	6841 26
Damage to cattle and property.....	4687 41	8741 47	13428 88
Injuries to persons.....	3151 15	5876 53	9027 68
Legal expenses.....	8 52	15 88	24 40
Stationery and printing...	13247 67	24705 83	37953 05
Other general expenses...	5681 45	10595 24	16276 69
Rents	10570 00	19711 83	30281 83
Total	\$87464 30	\$117071 81	\$204496 11
Recapitulation of expenses:			
Maintenance of way and structure	123369 12	230069 30	353438 42
Maintenance of equip- ment	71205 67	135332 56	206538 23
Conducting transporta- tion	246782 44	470918 14	717700 58
General expenses.....	87464 30	117031 81	204496 11
Grand Total.....	\$528821 53	\$953351 81	1482173 34
Percentage of operating expenses to earnings, .89 $\frac{4}{10}$.			

ANALYSIS OF OPERATING EXPENSES FOR NEBRASKA.

Items.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Maintenance of way and structure:			
Repairs of roadway.....	\$17459 98	\$30781 96	\$48191 89
Repairs of bridges, cul- verts, and cattle guards	263 15	463 16	726 31
Repairs of fences, road crossings, and signs....	96 88	170 52	267 40
Repairs of buildings.....	1887 67	2442 49	3880 16
Total	\$19207 63	\$38808 13	\$58015 76
Maintenance of equipment:			
Locomotive repairs.....	5788 57	10188 70	15977 27
Repairs passenger cars....	5103 92	.....	5103 92
Repairs freight cars .....	.....	9899 54	9899 54
Total.....	\$10892 49	\$2088 24	\$30980 73
Conducting transportation:			
Wages—locomotives.....	9849 46	17336 45	27185 91
Other train men	4563 18	11881 88	15945 01
Station agents—clerks and helpers, switch- men, flagmen, watch- men	7754 13	13648 87	21402 50
Fuel for locomotives.....	10008 71	17616 76	27625 47
Water supply.....	1561 70	2748 81	4310 51
Oil and waste	762 73	1342 51	2105 24
Train supplies.....	814 25	647 74	961 99
Station supplies.....	586 06	1031 53	1617 59
Cars, rent of (balance only)	712 81	.....	712 81
Telegraph — maintenance and operating	2097 02	3691 04	5788 06
Total	\$38210 00	\$69445 09	\$107655 09

	Chargeable to Pass. traffic	Chargeable to Frg't traffic	Total
General expenses:			
Salaries of officers, salaries of clerks	\$3249 26	\$5719 14	\$8968 40
Office expenses and supplies	95 50	168 09	263 59
Agencies, including salaries and rent, and advertising	3776 16	430 30	4206 46
Commissions paid	160 89	.....	160 89
Loss and damage of freight and baggage....	371 79	654 40	1026 19
Damage to cattle and property	729 80	1284 53	2014 33
Injuries to persons	490 61	863 54	1354 15
Legal expenses	1 33	2 33	3 66
Stationery and printing...	2062 56	3630 40	5692 96
Other general expenses...	884 57	1556 95	2441 52
Rents	1645 67	2896 60	4542 27
Total	\$13468 14	\$17206 28	\$80674 42
Recapitulation of expenses:			
Maintenance of way and structure	19207 63	33808 13	53015 76
Maintenance of equipment	10892 49	20088 24	30980 73
Conducting transportation	38210 00	69445 09	107655 09
General expenses	13468 14	17206 28	30674 42
Grand Total	\$81778 26	\$140547 74	\$222326 00
Percentage of operating expenses to earnings, 137½.			

RENTALS.

Rents paid for leased roads—name of road—

Union Pacific Railway from Kansas City to Topeka.. \$41098 21

GENERAL BALANCE SHEET.

	DR.	
Cost of road.....	\$22047274	92
Cost of equipment.....	2801817	18
Stock of other companies.....	5558	75
Lands owned—		
Amounts included in floating debt but not yet apportioned.....	205768	14
Cash items—		
Cash.....	\$440650	25
Due from agents.....	34456	08
	<hr/>	475106 38
Other assets—		
Material and supplies.....	134203	43
Total balances from companies and individuals.....	107967	80
Traffic balances (net).....	15697	80
	<hr/>	257223 37
Profit and loss—		
General deficit.....	898567	78
	<hr/>	898567 78
		<hr/>
		26691311 42
		CR.
Capital stock.....	\$ 1814900	00
Floating or unfunded debt.....	25876411	42
	<hr/>	<hr/>
		26691811 42

DETAILS OF IMPORTANT CHANGES.

Below state all extensions put in operation, all leases taken or surrendered, all consolidations or reorganizations effected, all new mortgages or stock issued, and all other important physical or financial changes, giving details in each instance.

From near Hutchinson to State Line, Kansas, 210.5 miles.

From near Fairbury, Neb., to Goodland, Kan., 267.8 miles.

From near Elbing, Kan., to Caldwell, Kan., 72.5 miles.

From near Herington, Kan., to Salina, Kan., 49.3 miles.

From near McFarland, Kan., to Belleville, Kan., 104.1 miles.

From near Nora Neb., to Nelson, Neb., 4.5 miles.

From near Ruskin, Kan., to Dodge City, Kan., 25.5 miles.

Total 734.2 miles.

Consolidated with Chicago, Rock Island & Colorado Railway Co.
June 18, 1888.

Mortgage of May 14, 1886, given to the Metropolitan Trust Co., of the city of New York, conveying the railway of the said railway company, or which may be acquired by it, and generally the equipment, appurtenances, properties, revenues, and franchises.

Lease of May 15, 1886, from C., K. & N. Ry. to St. Jos. & Ia. R. R. Co. all of its railway and appurtenant property for a term of 999 years, making same a part of the railway system of the Chicago, Rock Island & Pacific Railway. The St. Joseph & Ia. R. R. Co. agree to pay a sum equal to 30 per cent of its gross earnings, pay all taxes and assessments, and make necessary renewals and repairs. The rental may be applied by the St. Joseph & Iowa R. R. Co. to the payment and discharge of past due principal and interest of the indebtedness of the C., K. & N. Ry. Co., secured by mortgage, or other lien, upon the whole or any part of the property let or demised. If the St. Joseph & Iowa Co. shall have advanced any moneys for the payment of such principal or interest for the purpose of protecting the demised property and its interests therein, it may apply such rentals as they accrue to reimburse itself for sums so advanced. If,

after making such application of the rentals, any surplus shall remain it shall be paid to the order of the C., K. & N. Ry. Co.

CONTRACTS, AGREEMENTS, ETC.

The United States Express Co. pays us on freight from St. Joseph to Caldwell, Kansas, say 294 miles, \$1.15½ per cwt.; from St. Joseph to Nelson, Neb., say 207 miles, 81 cents per cwt.; from Fairbury, to Norton, Kans., say 162 miles, \$1.11 per cwt.; from McFarland to Belleville, Kans., say 104 miles, 81 cents per cwt.; from Herington to Salina, Kans., say 50 miles, 89 cents per cwt.; from Herington to Liberal, Kans., say 561 miles, \$1.47 per cwt.; from Kansas City to Topeka, Kansas, say 68 miles, 45 cents per cwt.

The P. O. Department pays us for transporting mails, etc., between Fairbury, Neb., and Phillipsburg, Kans., \$7170.75 per year; between Horton, Kans., and Nelson, Neb., \$12,298.61 per year; between St. Joseph, Mo., and Pratt, Kans., \$26,320.25 per year; between Herington and Caldwell, Kans., \$9,944.17 per year.

Agreement Feb. 19, 1887, between St. Joseph & Iowa R. R. Co., lessee of Chicago, Kansas & Nebraska Ry., of the first part, and the Pullman Palace Car Co. of the second part. C., K. & N. Ry. Co. pays Pullman P. C. Co. for sleeping cars one-half cost of cars with 10 per cent added for superintendence and use of fixed capital. Each party owns an undivided one-half interest in the sleeping cars. The Ry. Co. lets, leases, and demises to the Pullman Co., its undivided one-half of said cars from Aug. 1, 1887, to Jan. 1, 1895. The Pullman Co. will keep its carpets, upholstery, and bedding, including all work upon the fittings and furnishings in good condition, and will renew the same at its own expense. The Ry. Co. hauls the cars and keeps the outside of said cars in good running order and repair; furnish lubricating material, provide ice, lights, wash and clean said cars, and renew and replace links and pins, bell cord and couplings. The Pull-

man Co. furnishes and operates for temporary use sleeping cars in addition to regular car equipment. For the regular cars the Ry. Co. receive all the earnings and the Ry. Co. pays 3 cents per car per mile run. For the irregular cars the Ry. Co. and the Pullman Co. each receive one-half of all the net gain and profit and stand one-half of all the losses. For failure to perform and keep any of the conditions of the contract, either party can terminate the lease after failure by the other party to comply with terms of contract. The Ry. Co. may also elect to terminate the contract Jan. 1, 1888, or Jan. 1, 1891.

Agreement of Sept. 14, 1888, with St. Joseph & Grand Island R. R. Co., by a payment of \$2900 to that company we own the undivided one-half part of depot buildings and platforms at Wathena, Kans., and obtain the right to use the St. Jos. & I. R. R. track from end of track built by St. Joseph Bridge Building Co. west to town of Elwood, Kans.

Agreement of Aug. 19, 1886, with St. Joseph & Grand Island R. R. Co. pays the St. Jos. & G. I. R. R. Co. for ten years, commencing Sept. 1, 1886, an annual rental for use of railroad bridge over Missouri river at St. Joseph, Mo., of \$17,500.

Agreement of May 15, 1886, between C., K. & N. Ry. Co. and C., R. I. & P. Ry. Co., whereby the C., K. & N. Ry. Co. issues capital stock, having an aggregate par value of not exceeding \$20,000 per mile for its railway actually constructed. Execute bonds, not exceeding \$15,000 per mile for single track railway, and \$7,500 per mile additional for double track railway actually constructed, and \$5,000 per mile for equipment actually furnished. Executes and delivers to C., R. I. & P. Ry. Co. certificates for full paid shares of capital stock at \$20,000, less the number shares to which municipal corporations and others shall become entitled; delivers to C., R. I. & P. Ry. Co. all of its bonds of municipal corporations which shall come into its possession in exchange for its own capital stock; also all of its first mortgage bonds which it shall issue, and C., R. I. & P. Co. advances to C., K. & N. Ry. Co. all of the moneys it may need to build the railway. Supplementary agree-

ment of June 21, 1887, between the two above mentioned companies extends the provisions of first contract to all extensions and branches to be built.

Agreement of March 19, 1887, with Union Pac. Ry. Co. gives this company the right for a period of 999 years, commencing Sept. 1, 1887, to run over the Union Pacific tracks from North Topeka to Union Depot, Kansas City, at an annual rental equal to 5 per cent upon \$718,004.75, a sum equal to one-half of all taxes upon the property used. A sum equal to a proportional share of all expenses in repairing and renewing property used. A sum equal to a proportional share of expenses incurred in paying salaries incident to joint use of property.

Contract between Western Union Telegraph Co. and St. Jos. & Iowa R. R. Co. of July 21, 1886. The Telegraph Co. agrees that it will, so fast as the track of the R. R. Co. is laid, furnish the poles, wires, insulators, and cross-arms and all other necessary material for the construction of a first-class two-wire telegraph line along the R. R. Co.'s railroad in a westerly and south-westerly direction from Altamont, Mo., to the terminals of said R. R., and its leased lines as finally completed. Will furnish a foreman and labor for stringing the wires after the poles have been set in the ground by the R. R. Co., and will furnish the necessary instruments for operating said wires. One wire to be set apart for the exclusive use of the R. R. Co. and one wire for the exclusive use of the Telegraph Co. The R. R. Co. transports material and labor for the construction of the telegraph lines free of charge. The R. R. Co. to make all repairs and re-construct them when necessary. At all places where the R. R. Co. shall have telegraph offices, the R. R. Co.'s operators shall receive, transmit, and deliver commercial or public messages, charge the tariff rates, and shall pay over to the Telegraph Co. monthly all sums thus received. The messages of the officers and agents of the C., R. I. & P. Ry. Co., the St. Jos. & Iowa R. R. Co., and the Chicago, Kansas & Nebraska Ry. Co. shall be transmitted free of charge over the wires set apart for the business of the said Cos., for railroad business, over

the Telegraph Co.'s lines beyond or off the lines of said railroads. The R. R. Co. agrees to pay the Telegraph Co. one-half of its rates in excess of \$500 monthly.

The provisions of the contract to extend to all railroads now owned, leased, or controlled, and to all railroads hereafter leased, owned, or controlled by said R. R. Co., and to all branches and extensions thereof. To continue in force for twenty-five years from Aug. 1, 1886, and shall continue after the close of said term until the expiration of six months after written notice shall have been given after the close of said term by either party to the other of an intention to terminate the same.

Agreement of April 10, 1888, between St. Joseph Union Depot Co. and Chicago, Kansas & Neb. Ry. Co. The R. R. Co. pays an annual rental amounting to its proportion of \$15,000, said proportion being found by dividing said sum of \$15,000 equally to and between all the R. R. Cos. using said union depot. Its proportion of expenses, maintaining and operating said union depot, and repairs and taxes. Term fifty years.

STATISTICS—PASSENGER, FREIGHT, AND TRAIN MILEAGE, IN NEBRASKA.

Passenger traffic—

Number of passengers carried, 57,929.

Number of passengers carried one mile, 1,574,425.

Average distance traveled by each passenger, 27.178 miles.

Average amount received from each passenger, .788

Average rate of fare per mile, all passengers, .0269.

Freight traffic—

Number of tons of freight carried, 129,106.

Total freight mileage or tons carried one mile, 8,816,937.

Average ton haul for all freight, 68½ miles.

Average rate per ton per mile, .01507 cents.

Passenger and freight—

Total earnings per train miles, .5074.

Train mileage—

Miles run by passenger trains during year, 115,391.

Miles run by freight and mixed trains during year, 203,117.

Total mileage of loaded freight cars, 1,757,792.

Total mileage of empty freight cars, 918,299.

Total mileage of trains earning revenue, 318,508.

Average number of cars in freight train, 15.

Average number of cars in freight train, loaded, 10.

Average number of cars in freight train, empty, 5

FREIGHT TRAFFIC MOVEMENT—COMPANY'S MATERIAL EXCLUDED.

Principal Commodities.	East bound. Tons.	West bound. Tons.	Total tons.
Grain	23412	15545	38957
Flour	2588	4705	7293
Meal, bran, and mill stuffs.....	380	1713	2093
Dressed beef.....	126	259	385
Live stock	50625	2583	53208
Sugar	59	2171	2230
Hay	16983	2926	19859
Fruit, vegetables, and seeds.....	610	1805	2415
Coal .....	.....	57825	57825
Salt.....	220	3194	3414
Stone.....	19091	18342	32433
Cement, brick, sand, etc.....	1010	11412	12442
Iron and other ores.....	270	5181	5451
Machinery and castings.....	294	1409	1703
Agricultural implements.....	80	1843	1423
Wool	114	32	146
Lumber.....	1510	107550	109060
Petroleum and other oils.....	49	1363	1412
Wine and liquors	3	273	276
Wagons, carriages, tools, etc.....	13	496	509

Principal Commodities.	East bound. Tons.	West bound. Tons.	Total tons.
Hides and leather	569	34	608
Household goods and furniture	2372	4699	7071
General merchandise	7371	34163	41534
Other important commodities carried by this company not mentioned above:			
Iron and steel rails	521	21525	22046
Packing house products	185	146	331
Miscellaneous	921	1779	2700
Total	129326	296973	426299

FREIGHT TRAFFIC MOVEMENT IN NEBRASKA—
COMPANY'S MATERIAL EXCLUDED.

Grain	10801	7160	17961
Flour	173	404	577
Meal, bran, and mill-stuffs	95	55	150
Dressed beef .....	...	1	1
Live stock	10126	676	10802
Sugar .....	...	3	3
Hay	7378	849	8227
Fruit, vegetables, and seeds	69	79	148
Coal .....	...	8642	8642
Salt .....	...	862	862
Stone	219	1935	2154
Cement, brick, sand, etc	72	293	365
Iron and other ores	7	291	298
Machinery and castings	5	110	115
Agricultural implements	13	136	149
Wool	51	.....	51
Lumber	251	6976	7227
Petroleum and other oils	18	24	42
Wine and liquors .....	.....	112	112
Wagons, carriages, tools, etc .....	.....	22	22
Hides and leather	58	.....	58

Principal commodities.	East bound. Tons.	West bound. Tons.	Total tons.
Household goods and furniture	228	649	877
General merchandise	1498	2561	4054
Other important commodities carried by this company not mentioned above:			
Iron and steel rails	68	90	158
Packing house products	56	3	59
Miscellaneous	57	1749	1806
Total.....	31238	33682	64920

DESCRIPTION OF EQUIPMENT.

LOCOMOTIVES.	No. added during year.	Total number at end of year.	Weight of loco- motive and ten- der, with water and fuel.		Length of locomotive and tender.	Average ca- pacity of tender.		No. Locs. equipped with Westinghouse train-brakes.
			Maxim.	Average.		Water-gals.	Fuel—tons	
Passenger	9	12	70	...	52.4	2700	6	12
Freight.....	51	73	70	...	52.4	2700	6	...
Switching.....	2	8	41	...	43.1	1200	3	...

KIND OF CARS.	Number added during year.	Total number at end of year.	No. Wheels.	Weight.	Heaviest empty car.	Max. carry- ing capacity.	Length of cars.	No. cars fitted with Westinghouse train-brake.	No. cars fitted with Miller coupler & platform.
First-class passenger cars	5	20	8	52900	60	...	50	20	20
Second-class passenger cars.	4	7	8	58500	60	...	50	7	7
Chair cars.....	5	5	13	1350	...	...	50	5	5
Sleeping cars	4	4	12	65000	...	...	...	4	4
Combined mail, baggage, and ex- press cars.....	10	20	8	55000	...	...	52	50	20
Other cars in passenger service...	1	1	8	...	...	...	50	1	1
Box freight cars.....	1650	2850	8	...	...	40000	34	...	...
Platform cars.....	...	300	8	...	...	40000	34	...	...
Stock cars.....	100	400	8	...	...	40000	34	...	...
Caboose.....	30	40	8	29840	...	...	28	...	...
Fuel and service cars.....	209	264	8	18000	...	...	30	...	...
Derrick cars.....	1	3	8	...	...	...	...	...	...
Other cars, viz—									
Pile drivers .....	...	1	8	60000	...	...	...	...	...
Steam shovels.....	...	1	8	80000	...	...	...	...	...
Ditching cars.....	2	2	8	18000	...	...	...	...	...
Tool cars.....	...	2	8	18000	...	...	...	...	...

2023 2920

DESCRIPTION OF ROAD.

MAIN LINE AND BRANCHES.

	MILES			
	Owned Constr'd during year	Total owned	Leased	Total operated
Main line—single track—				
State of Kansas from Elwood to State line.....	210.5	488.8	.....	488.8
States of Kansas and Nebraska from Horton to Goodland...	267.8	382.9	.....	382.9
State of Kansas from Hering- ton to Caldwell.....	72.5	128.1	.....	128.1
Total.....	550.8	949.8	.....	949.8
Branches—single track—				
State of Kansas from Hering- ton to Salina.....	49.3	49.3	.....	49.3
State of Kansas from Bucklin to Dodge City.....	.....	25.5	.....	25.5
State of Kansas from McFar- land to Belleville.....	104.1	104.1	.....	104.1
State of Kansas from Topeka to Kansas City.....	.....	.....	68	68
State of Nebraska from Fair- bury to Nelson.....	4.5	51.2	.....	51.2
Total.....	157.9	280.1	68	298.1
Total main line in Nebraska	18.3	90.3	.....	90.3
Total branches in Nebraska	4.5	51.2	.....	51.2
Total length of road.....	.....	1179.9	.....	1247.9

SIDINGS.

	MILES			
	Constr'd during year	Owned Total owned	Leased	Total operated
Sidings on main line—				
State of Kansas.....	.....	99.9	.....	.....
State of Nebraska.....	.....	15.8	.....	.....
	—	—	—	—
Total.....	.....	115.7	.....	.....
Sidings on branches—				
State of Kansas.....	.....	16.7	.....	.....
State of Nebraska.....	.....	4.6	.....	.....
	—	—	—	—
Total.....	.....	21.3	.....	.....
Total sidings.....	86.6	137	.....	.....
Total sidings in Nebraska....	9.9	20.4	.....	.....
Total length of track.....	.....	1316.9	68	1384.9
Total length of track in Neb. ....	.....	161.9	.....	161.9

TRACK AND ROAD-BED.

	Maximum weight per yard—lbs.	Minimum weight per yard—lbs	Miles of each class of rails
American steel—			
State of Kansas.....	60	60	1223
State of Nebraska.....	60	60	161.9
			—
Total American steel.....			1384.9

Cross-ties in Nebraska—

Maximum number per mile, 3,000.

Minimum number per mile, 3,000.

Average number per mile, 3,000.

Kind, Oak.

Average size, 6x10x8.

Ballast—

Stone, .6 mile.

Grades in Nebraska—

State maximum grade, in feet, per mile. 52.8 feet.

State length and gradient of longest grade. 2.4 miles, 50 feet per mile.

State total ascent in each direction. Eastward 123 feet, from Nemaha river to State line, westward 674 feet, from Nemaha river to Nelson.

Alignment in Nebraska—

State maximum curvature, where located. 8°30 in city of Beatrice yard.

State number of miles straight track. 104.3.

State number of miles curved track. 37.2.

Bridges in Nebraska—

State number.

Iron, 16.

Wooden trestles, 146.

Gauge of track in Nebraska: 4 feet 8½ inches.

Telegraph in Nebraska—

Operated by this company, 141.5 miles of line.

“ “ “ 303 miles of wire.

Average number poles per mile, 30.

CROSSINGS IN NEBRASKA.

What railroad crosses your road at grade, and at what locality?

Tecumseh Branch B. & M. R. R. R. at Beatrice, two crossings.

Union Pacific R. R. at Beatrice.

Wymore Branch B. & M. R. R. R. at Beatrice.

St. Jos. & Grand Island R. R. at Fairbury.

B. & M. R. R. R. at Hebron.

F., E. & Mo. Valley R. R. one mile west of Nora.

B. & M. R. R. R. at Nelson.

B. & M. R. R. R. one mile north of Thompson.

What railroads cross your road, either over or under, and at what locality?

B. & M. R., under, at Pawnee City.

Number highway crossings at grade, 210.
 Number of highway crossings over railroad, 3.
 Number of highway crossings under railroad, 12.
 Number of highway bridges 18 feet above track, 3.

FENCING IN NEBRASKA.

How many miles of your road in Nebraska are fenced? .
 The entire line excepting depot grounds.
 What is the average cost per rod? 55 cents.

TABULAR STATEMENT OF ACCIDENTS.

Causes of Accident.	KILLED.		INJURED.	
	Employees.	Passengers.	Employees.	Others.
Derailments.....	1	7		
Caught in frogs, guard rails, or switches.....			1	
Coupling cars.....	1		24	
Falling from trains			8	
Getting on and off trains.....	1	2	6	1
Highway crossings.....		1		1
Miscellaneous.....			18	
Overhead obstructions.....			1	
Total.....	3	9	58	2

SUMMARY OF ACCIDENTS FOR NEBRASKA.

Number persons injured during the year..... 12
 Number of casualties purely accidental during the entire year..... 2
 Number resulting from lack of caution, carelessness or misconduct. 10

REPORT
OF THE
KANSAS CITY & OMAHA RAILROAD
COMPANY,

FOR THE YEAR ENDING JUNE 30, 1888.

GENERAL INFORMATION.

Name of common carrier making this report? Kansas City & Omaha R. R. Co.

Date of organization? July 22, 1886.

Under laws of what government, state, or territory organized?
General railroad laws of the state of Nebraska.

Location of general office? St. Joseph, Mo.

Location of operating office? St. Joseph, Mo.

Date when main line was opened for business? March, 1887.

Name of every transportation line the operations of which are included in the revenue account? Kansas City & Omaha R. R. Co., 193.6 miles.

NAMES OF DIRECTORS.

Jas. H. Benedict, New York City, May 1, 1889.

Sidney Dillon, " " "

F. K. Pendleton, " " "

Elias C. Benedict, " " "

Charles F. Adams, Boston, Mass. "

F. L. Ames, " "

Gardiner M. Lane, " "

Date of annual meeting of stockholders for election of directors?

May, 1, 1888.

Total number of stockholders at date of last election? 55.

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President—James H. Benedict, New York City.

Vice President—Sidney Dillon, New York City.

Chairman of the Board—Chas. F. Adams, Boston, Mass.

Secretary—Alex. Millar, Boston, Mass.

Treasurer—C. F. Smith, St. Joseph, Mo.

Asst. Secretary—J. M. Ragan, St. Joseph, Mo.

General Solicitor—J. M. Ragan, St. Joseph, Mo.

Comptroller, Oliver W. Mink, Boston, Mass.

Auditor—C. F. Smith, St. Joseph, Mo.

Gen'l Manager—G. M. Cumming, St. Joseph, Mo.

Master of Transportation—C. A. Fleming, St. Joseph, Mo.

Superintendent Telegraph—C. A. Fleming, “

General Freight Agent—Frank Milligan, “

General Passenger Agent—Frank Milligan, “

General Ticket Agent—Frank Milligan, “

General Baggage Agent—Frank Milligan, “

CAPITAL STOCK.

	Number of shares	Par value of shares	Total par value	Total amt. issued and outstanding
Capital stock authorized:				
Common.....	60000	\$100	\$6000000	\$2700750
Manner of payment for capital stock				
Issued for construction,				
common.....	27007½	100	2700750	
Amount of capital per mile of road, \$13,950.11.				
Amount of capital stock issued on the road in Nebraska, \$2,700,- 750.				

FUNDED DEBT.

Class of bond or obligation	TIME		Amount authorized issue	Amount actually issued	Character & ext of lien or sec.	Rate	INTEREST	
	Date of issue.	When due					When payable.	Due & unpaid.
1st Mort. Bonds	Jan. 1, '87	Jan. 1, '27	\$2904000	\$2606500	First mortgage	5 Jan. & Jul	\$45925	\$6631250

FLOATING OR UNFUNDED DEBT.

	FORM OF DEBT.		Total.
	Interest over-due and dividends unpaid.	Miscellaneous	
Interest on funded debt....	\$ 65312 50	.....	\$65312 50
Miscellaneous.....	.....	30995 41	30995 41
Total.....	65312 50	30995 41	\$96307 91
Less accounts receivable.....			25837 50
			<u>\$70470 41</u>

RECAPITULATION OF DEBT ACCOUNTS.

Accounts.	Amount.	Amount per mile of road
Capital stock.....	\$ 2700750 00	\$18950 11
Funded debt.....	2606500 00	13463 33
Floating debt.....	70470 41	364 00
Total.....	<u>5377720 41</u>	<u>27777 44</u>

COST OF ROAD AND EQUIPMENT.

Items.	Net additions during year.	Total cost to June 30, 1888.	Cost per mile.
Road built by contract.....	5307250 00	5307250 00	27413 48
Grand total, cost road and equipment.....	<u>5307250 00</u>	<u>5307250 00</u>	<u>27413 48</u>

REVENUE OR INCOME ACCOUNT IN NEBRASKA.

Income from earnings.....	\$ 111128 64	
Operating expenses.....	94877 40	
	<hr/>	
Net earnings from operation.....		16251 24
Miscellaneous.....	50300 61	
	<hr/>	
Gross income less operating ex- penses.....		66551 85
Deductions from income—		
Interest on funded debt.....	\$ 111237 50	
Taxes	18000 00	
	<hr/>	
Total deductions.....		129235 50
Net income from all sources, de- ficit.....		62685 65
Deficit for year.....		62685 65

ANALYSIS OF EARNINGS FOR NEBRASKA.

Passenger—		
Passengers.....	\$ 21137 74	
Mail.....	3503 77	
Express	1936 65	
	<hr/>	
		26572 16
Freight—		
Freight	62307 98	
Rent of cars (balance only).....	16279 91	
	<hr/>	
		78587 89
Miscellaneous—		
From other sources.....		5968 59
	<hr/>	
Total.....		\$111128 64

ANALYSIS OF OPERATING EXPENSES FOR NEBRASKA.

	Chargeable to Pass. traffic	Chargeable to Frg't traffic	Total
Maintenance of way and structure :			
Repairs of roadway.....	\$6914 27	\$9165 42	\$16049 69
Repairs of bridges, culverts, cattle-guards...	189 72	251 49	441 21
Repairs of fences, road crossings, signs.....	91 99	121 94	213 93
Repairs of buildings....	240 98	319 44	560 42
Other expenses.....	860 16	1140 21	2000 37
Total..	8297 12	10998 50	19295 62
Maintenance of equipment :			
Locomotive repairs....	907 40	1202 88	2110 23
Repairs passenger cars	378 32	.....	378 32
Repairs freight cars....	.....	1172 86	1172 36
Other expenses.....	868 69	1151 51	2020 20
Total\$	2154 41	\$3526 70	\$5681 11
Conducting transportation :			
Wages—Locomotives..	4497 36	5961 61	10458 97
Other train men.....	3752 16	4973 79	8725 95
Station agents—clerks and helpers.....	5398 17	7155 72	12553 89
Switchmen } Flagmen }	112 15	148 66	260 81
Fuel for locomotives....	6693 81	8873 19	15567 00
Water supply.....	1450 96	1923 36	3374 32
Oil and waste.....	262 10	347 44	609 54
Train supplies.....	882 85	1169 62	2051 97
Station supplies.....	358 06	474 64	832 70

	Chargeable to Pass. traffic	Chargeable to Frg't traffic	Total
Telegraph, maintenance and operating..	742 86	948 73	1727 59
Other expenses.....	248 32	329 18	577 50
Total.....	24398 30	32341 94	56740 24
General expenses:			
Salaries of officers.....	1843 24	1780 58	3123 82
Salaries of clerks.....	2217 26	2939 15	5156 41
Office expenses and supplies.....	387 24	447 05	784 29
Commissions paid	1 57	.....	1 57
Advertising.....	184 35	.....	184 35
Loss and damage of freight and baggage..	30 93	41 01	71 94
Damage to cattle and property.....	216 72	287 28	504 00
Injuries to persons.....	339 76	450 39	790 15
Legal expenses.....	377 63	500 57	878 20
Stationery and printing	603 73	800 30	1404 03
Other general expenses	134 02	147 65	311 67
Total.....	5736 45	7423 98	13160 43

RECAPITULATION OF EXPENSES.

Maintenance of way and structure.....	8297 12	10998 50	19295 62
Maintenance of equipment..	2154 41	3526 70	5681 11
Conducting transportation...	24398 30	32341 94	56740 24
General expenses.....	5736 45	7423 98	13160 43
Grand total.....	\$ 40586 28	\$54291 12	\$94877 40

Percentage of operating expenses to earnings—

Excluding taxes, $.85\frac{88}{100}$ per cent.

Including taxes, $1.01\frac{67}{100}$ per cent.

GENERAL BALANCE SHEET FOR NEBRASKA.

	Dr.	
Cost of road.....	}	\$5307250 00
Cost of equipment.....		
Profit and loss:		
Deficit from operation.....	}	70470 41
Deficit from other business or investments		
		<hr/>
		\$5377720 41
	Cr.	
Capital stock.....	\$2700750 00	
Funded debt.....		2606500 00
Floating or unfunded debt.....		70470 41
		<hr/>
Total		5377720 41

CONTRACTS, AGREEMENTS, ETC.

EXPRESS.

Pacific Express Company does a regular express business.

TELEGRAPH.

Western Union Telegraph Co. keeps line in repair and receives a certain percentage of the earnings, furnish all stationery, supplies, etc., and one-half of material for repairs and construction. R. R. Co. pay all operators.

MAILS.

Rates fixed by postmaster general.

OTHER RAILROAD COMPANIES.

The St. Joseph and Grand Island R. R. and the Union Pacific Railway Companies guarantee to this company certain net earnings, in consideration of which the lines of railway of the three contracting parties are to be operated in harmony.

EMPLOYES AND SALARIES.

Class.	No.	Compensation.
Station agents, Neb.	20	\$12432 69
Conductors—passenger trains.....	4	3490 38
Conductors—freight trains.....		
Brakemen—passenger trains	8	5235 57
Brakemen—freight trains.....		
Engineers—passenger trains.. ..	5	5896 02
Engineers—freight trains.....		
Firemen—passenger trains.....	5	3365 72
Firemen—freight trains		
Flagmen.....	1	420 00
Operators.....	1	480 00
Mechanics—state various classes, Nebraska—		
Car repairers and wipers.....	8	4608 00
Laborers—state various classes, Nebraska—		
Section foremen.....	9	5190 00
Section laborers.....	30	13500 00
Tankmen.....	6	2880 00
Total amount paid to officers and employes		
and charged to road in Nebraska.....	97	\$57498 38

STATISTICS—PASSENGER, FREIGHT, AND TRAIN
MILEAGE, IN NEBRASKA.

Passenger traffic—

Number of passengers carried, 46,560.

Number of passengers carried one mile, 854,451.

Average distance traveled by each passenger, 18.35.

Average amount received from each passenger, $44\frac{50}{100}$.

Average rate of fare per mile, all passengers, $2\frac{43}{100}$ cents.

Passenger earnings per mile of road, \$179.54.

Cost of transporting each passenger one mile, $4\frac{15}{100}$ cents.

Profit per passenger per mile, deficit, $2\frac{32}{100}$ of a cent.

Passenger earnings per train mile, $40\frac{32}{100}$ cents.

Freight traffic—

Number of tons of freight carried, 88,352.

Total freight mileage or tons carried one mile, 8,127,530.

Average ton haul for all freight, 35.4 miles.

Average rate per ton per mile, $1\frac{22}{100}$ cents.

Freight earnings per mile of road, \$421.00

Freight earnings per train mile, $71\frac{26}{100}$ cents.

Cost of carrying one ton one mile, $1\frac{73}{100}$ cents.

Profit per ton per mile, $\frac{26}{100}$ of a cent.

Passenger and freight—

Transportation earnings per mile of road, \$600.00.

Expense per mile of road (including taxes), \$762.69.

Expense per mile of road (excluding taxes), \$641.06.

Net earnings per mile of road (including taxes), \$11.82 (deficit).

Net earnings per mile of road (excluding taxes), \$109.81.

Total earnings per mile of road including mails, express, etc.,
\$750.87.

Total earnings per train mile, $72\frac{47}{100}$ cents.

Train mileage—

Miles run by passenger trains during year, 56,164.

Miles run by freight trains during year, 58,197.

Miles run by mixed trains during year, 38,985.

Total mileage of loaded freight cars, 368,085.

Total mileage of empty freight cars, 176,093.

Total mileage of trains earning revenue, 153,346.

Average number of cars in freight train, 17.

Average number of cars in freight train, loaded, 11.

Average number of cars in freight train, empty, 6.

Average number of tons of freight in train, 198.

FREIGHT TRAFFIC MOVEMENT—COMPANY'S MATERIAL EXCLUDED.

Principal Commodities.	East or north-bound tons.	West or south-bound tons.	Total tons.
Grain	36501	6970	48471
Flour, meal, bran, and mill-stuffs.....	215	335	550
Live stock	3830	6186	10016
Hay	175	525	700
Fruit, vegetables, and seeds.....	69	88	157
Coal.....	169	8980	9149
Stone.....	909	5440	6349
Cement, brick, sand, etc.....	138	210	348
Machinery and castings.....	70	176	246
Agricultural implements.	166	11	177
Wool.....	9	.....	9
Lumber	2899	6598	9492
Wine and liquors.....	1	38	39
Wagons, carriages, tools, etc.....	22	41	63
Hides and leather.....	2	6	8
Household goods and furniture.....	702	593	1295
General merchandise.....	270	645	915
Other important commodities carried by this company not mentioned above	2972	2401	5373
	<hr/> 49114	<hr/> 39238	<hr/> 88352

FREIGHT TRAFFIC MOVEMENT IN NEBRASKA—COMPANY'S MATERIAL EXCLUDED.

Principal commodities.	East or north-bound tons.	West or south-bound tons.	Total tons.
Grain	1148	310	1453
Flour, meal, bran, and mill-stuffs.....	103	125	228
Live stock	29	26	55
Hay	107	1	108

Principal Commodities.	East or north-bound tons.	West or south-bound tons.	Total tons.
Fruit, vegetables, and seeds.....	13	27	40
Coal.....	79	97	176
Stone.....	836	1510	2346
Cement, brick, sand, etc.....	78	73	151
Machinery and castings.....	20	8	28
Agricultural implements.....	7	5	12
Lumber.....	667	878	1545
Wine and liquors.....	.....	12	12
Household goods and furniture.....	107	100	207
General merchandise.....	30	40	70
Other important commodities carried by this company not mentioned above	1373	998	2371
	4592	4210	8802

DESCRIPTION OF EQUIPMENT.

LOCOMOTIVES.			No. added during year.	Total number at end of year.	Weight of locomotive and tender, with fuel and water.		Length of locomotive and tender.		Average capacity of tender.		Locomotives with Westinghouse train-brakes.
Passenger	Freight.....		10	10	Maxim.	Average.	Max.	Av.	Water-gals.	Fuel—	
					136000	.....	48	.....	2800	7 tons	10

KIND OF CARS.	No. added during year.	Total number at end of year.	Heaviest empty car.	Max. carrying capacity.	Length of cars.	Cars fitted with Westinghouse train-brake.	Cars fitted with Miller coupler and platform.			
	No. wheels.	Weight.	No. persons.	No. pounds.	Maxim.			Average.		
First-class passenger cars.....	4	4	8	45000	60	.....	50	50	4	4
First-class composite cars.....	...	4	8	45000	80	.....	50	50	4	4
Box freight cars.....	299	299	8	22000	...	40000	34	33	299	...
Platform cars.....	...	50	8	17000	...	40000	33	33	...	...
Caboose.....	...	6	8	22000	20	.....	30	30	6	...
Other cars, viz—										
Ditcher.....	...	1	...	.....	...	.....	...	...	...	...
Ballast unloader.....	...	1	...	.....	...	.....	...	...	...	...

DESCRIPTION OF ROAD.

MAIN LINE AND BRANCHES.

	Constr'd during year	MILES	
		Owned Total owned	Total operated
Main line—single track—			
Nebraska—Fairfield to Stromsburg	.....	64.8	64.8
Nebraska—K. C. & O. Jct. to Wye switch.....	43.6	43.6	43.6
Nebraska—Alma Junction to Alma	85.2	85.2	85.2
Total.....	128.8	193.6	193.6
Total length of road.....			193.6

SIDINGS.

Sidings on main line—			
State of Nebraska—			
Fairfield to Stromsburg....	.....	44 ³³⁷ ₈₈₀	44 ³³⁷ ₈₈₀
K. C. & O. Junction to Wye switch.....	5 ²⁷⁷ ₈₈₀	5 ²⁷⁷ ₈₈₀	5 ²⁷⁷ ₈₈₀
Alma Junction to Alma.....	3 ⁵⁴³ ₈₈₀	3 ⁵⁴³ ₈₈₀	3 ⁵⁴³ ₈₈₀
Total	8 ³³⁸ ₈₈₀	13 ¹³⁷⁷ ₈₈₀	13 ¹³⁷⁷ ₈₈₀
Total sidings in Nebraska.....	.....	.....	13 ¹³⁷⁷ ₈₈₀
Total length of track.....	.....	.....	193.3168
Total length of track in Ne- braska.....	.....	.....	206.5045

TRACK AND ROAD-BED.

	Maximum weight per yard	Minimum weight per yard	Miles of each class of rail
American steel :			
State of Nebraska.....	54 ¹ ₈	52	193.6
Total American steel....			193.6

Total miles steel rails in Nebraska 193.6

Cross-ties in Nebraska,

Maximum number per mile, 2,640.

Minimum number per mile, 2,640.

Average number per mile, 2,640.

Kind, white oak and cedar.

Average size, 8 ft. x 8 in.

Average price, present year, 70½ cents.

Average number of years ties live, ten years.

Ballast—

State kind of ballast, giving number of miles of each kind in this state, Nebraska.

Earth, 193 $\frac{6}{10}$ miles.

Grades in Nebraska—

State maximum grade, in feet, per mile. 52 $\frac{3}{10}$ feet.

State length of same, and where located. Various points.

State length and gradient of longest grade. 10,000 feet. 52 $\frac{3}{10}$ per mile.

State total ascent in each direction. Westward 2094 feet; eastward 1553 feet.

State total mileage of level track. 45 $\frac{5}{10}$ miles.

Alignment in Nebraska—

State maximum curvature, where located. 4°, Sutton.

State number of miles straight track. 164.4.

State number of miles curved track. 29.2.

Bridges in Nebraska—

State number.

Trestles, 9,972 feet.

Gauge of track in Nebraska, 4 feet 8½ inches.

Telegraph in Nebraska—

Operated by Western Union Telegraph Co., 193.6 miles of line.

Operated by Western Union Telegraph Co., 193.6 miles of wire.

Average number of poles per mile, 30.

CROSSINGS IN NEBRASKA.

What railroad crosses your road at grade, and at what locality?

Burlington & Missouri River R. R. at Sutton.

Burlington & Missouri River R. R. at Tobias.

Burlington & Missouri River R. R. at Fairmont.

Burlington & Missouri River R. R. at Millington.

Burlington & Missouri River R. R. at Wilcox.

Missouri Pacific R. R. at Pauline.

Fremont Elkhorn & Missouri Valley R. R. at York.

Fremont, Elkhorn & Missouri Valley R. R. at Burress.

What railroad crosses your road, either over or under, and at what locality?

Burlington & Missouri River R. R. at York. Over.

FENCING IN NEBRASKA.

How miles of your road in Nebraska are fenced? 309 miles.

What is the average cost per rod? .56.

What is the total cost of same? \$55077.78.

How many miles of new fencing have been built during the year? 252 miles.

Give the number of miles needed on both sides of your track in each county in Nebraska:

In Kearney county	30
In Phelps county.....	1
In Harlan county.....	47
Total miles.....	78

TABULAR STATEMENT OF ACCIDENTS.

CAUSE OF ACCIDENT.	KILLED. Employees.	INJURED. Employees.
Coupling cars.....	1	3
	<hr/>	<hr/>
Total	1	3

SUMMARY OF ACCIDENTS FOR NEBRASKA.

Number of persons killed during the year.....	1
Number of persons injured during the year.....	3
Number resulting from lack of caution, carelessness or misconduct	4

REPORT
OF THE
ST. JOSEPH & GRAND ISLAND RAILROAD
COMPANY.

FOR THE YEAR ENDING JUNE 30, 1888.

GENERAL INFORMATION.

Name of common carrier making this report? St. Joseph & Grand
Island R. R. Co.

Date of reorganization? July 1, 1885.

Location of general office? St. Joseph, Mo.

Location of operating office? St. Joseph, Mo.

Name of every transportation line the operations of which are in-
cluded in the revenue account? St. Joseph & Grand Island
R. R., 251.7 miles.

NAMES OF DIRECTORS.

Sidney Dillon, New York City, June 12, 1889.

James H. Benedict, " "

Elias Asiel, " "

Wm. Strauss, " "

F. K. Pendleton, " "

E. C. Benedict, " "

F. L. Ames, Boston, Mass., June 12, 1889.

Chas. F. Adams, " "

G. M. Lane, " "

Oliver W. Mink, " "

J. P. Usher, Lawrence, Kas., "

H. P. Dillon, Topeka, Kas., "

A. L. Williams, Topeka, Kas., "

Date of annual meeting of stockholders for election of directors?

Second Tuesday in June.

Total number of stockholders at date of last election? 172.

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President—James H. Benedict, New York City.

Chairman of the Board—Chas. F. Adams, Boston, Mass.

Secretary—Alex. Millar, Boston, Mass.

Treasurer—James G. Harris, Boston, Mass.

General Solicitor—John M. Ragan, St. Joseph, Mo.

Comptroller—Oliver W. Mink, Boston, Mass.

Auditor—Chas. F. Smith, St. Joseph, Mo.

Transfer Agent for Stock—Central Trust Co. of New York, New York.

Transfer Agent for Registered Bonds—Frank D. Butrick, Boston, Mass.

General Manager—G. M. Cumming, St. Joseph, Mo.

Master of Transportation, and Superintendent of Telegraph—
C. A. Fleming, St. Joseph, Mo.

General Freight, Passenger, Ticket, and Baggage Agent—Frank
Milligan, St. Joseph, Mo.

CAPITAL STOCK.

	Number of shares.	Par value of shares.	Total par value.	Total amount issued and outstanding.
Capital stock authorized—				
Common	\$46000	\$100	\$4600000	*\$4600000
Manner of payment for capital stock—				
Issued for reorganization—				
Common	46000	100	†4600000	.....
Amount of capital per mile of road, \$18,236.				
Proportion of amount of capital stock issued on the road in Nebraska, \$2,077,950.				

FUNDED DEBT.

Class of bond or obligation	Time Date of issue	Amount When of au- thorized issue	Amt. actually issued or to issued	Character and and extent of lien or secur'y	Interest When pay- able	Paid dur- ing year	Due & un- paid
First mort. bonds 1885	1925	\$7000000	\$7000000	First mort.	6 May & Nov.	\$414390	\$3310
2d mort. bds (inc.) 1885	1925	1680000	1680000	Second mort.	5 Jan. & Jul.	41400	600
		\$8680000	\$8680000			\$455790	\$3310
Proportion of bonds or obligations on acc't of portion of road in Nebraska, 118.7 miles							
		\$3921000	\$3921000			\$205693	\$2347

FLOATING OR UNFUNDED DEBT.

For what incurred.	FORM OF DEBT.		Total.
	Interest and accruing divi- dends unpaid.	Miscellaneous.	
Total.....	\$7540 00	\$170901 90	\$178441 90
Less accounts receivable..	.....	.....	156552 80
			21889 60

*This amount includes \$56,360 stock of constituent companies.

† Issued when company was reorganized July 1, 1885.

RECAPITULATION OF DEBT ACCOUNTS.

Accounts.	Amount.	Amount per mile of road.
Capital stock.....	\$4600000 00	\$18275 00
Funded debt.....	8680000 00	84485 00
Floating debt.....	21889 60	88 00
Total.....	18301889 60	52848 00

STATEMENT OF PERMANENT IMPROVEMENTS FOR
THE YEAR, NOT INCLUDED IN STATE-
MENT OF OPERATING EXPENSES.

Items.	Charges for account of im- provements, etc.	Credits, prop- erty, and ma- terial sold.	Differences or net addi- tions to prop- erty, etc.
Construction—			
Land.....	\$	\$10300 00	\$10300 00
Fences.....	11661 57	.....	11661 57
Rails.....	41861 45	98267 57	56406 12
Buildings.....	11826 09	2400 00	9426 09
Interest and discount— account construction..	.....	1723 26	1723 26
All other items.....	8521 51	24748 54	16227 08
Total construction.....	73870 62	137439 37	63568 75
Equipment—			
Air brakes.....	374 44	.....	374 44
Total equipment.....	374 44	.....	374 44
Grand total, construc- tion and equipment	74245 06	127439 37	63194 31

**STATEMENT OF PERMANENT IMPROVEMENTS ON
ROAD IN NEBRASKA, FOR THE YEAR, NOT
INCLUDED IN STATEMENT OF
OPERATING EXPENSES.**

Items.	Charges for account of im- provements, etc.	Credits, prop- erty, and ma- terial sold.	Differences or net addi- tions to prop- erty, etc.
Construction—			
Land.....\$		\$ 4635 00	\$ 4635 00
Fences.....	5247 71		5247 71
Rails.....	18837 65	44220 41	25382 76
Buildings.....	5321 74	1080 00	4241 74
Interest and discount— account construction...		775 47	775 47
All other items.....	3834 68	11136 84	7302 16
Total construction.....	33241 78	61847 72	28605 94
Equipment:			
Air brakes.....	168 50		168 50
Total equipment.....	168 50		168 50
Grand total, construc- tion and equipment	33410 28	61847 72	28437 44

COST OF ROAD AND EQUIPMENT.

Items	Total cost to June 30, 1887.	Net addi- tions during year.	Total cost to June 30, 1888.	Cost per mile.
Grand total, cost road, and equipment.	\$18277414 57	\$63194 31	\$18214220 26	\$52500

COST OF ROAD AND EQUIPMENT CHARGED TO THAT PORTION OF THE ROAD IN NEBRASKA.

ITEMS	Total cost to June 30, 1897.	Net addi- tions during year.	Total cost to June 30, 1898.	Cost per mile
Proportion for Ne- braska of cost road and equip- ment.	\$5974836 55	\$28437 44	\$5946399 11	\$52500

REVENUE OR INCOME ACCOUNT.

Income from earnings.....	\$893967 55	
Operating expenses.....	571675 57	
	<hr/>	
Net earnings from operation.....		\$322291 98
Income from other sources—		
Interest on bonds owned.....	2005 00	
Discount and interest.....	1553 82	
Profit and loss.....	157742 53	
	<hr/>	
Gross income less operating ex- penses.....		488598 33
Deductions from income—		
Interest on funded debt.....	420000 00	
Taxes	66470 03	
Other expenditures (organization expenses).....	3731 74	
	<hr/>	
Total deductions.....		490201 77
Income from all sources, deficit.....		6608 44
Deficit for the year.....		6608 44

REVENUE OR INCOME ACCOUNT IN NEBRASKA.

Income from earnings.....	\$391905 37	
Operating expenses.....	258225 85	
	<hr/>	
Net earnings from operation.....		133679 52
Income from other sources :		
Interest on bonds owned.....	905 71	
Discount and interest.....	701 90	
Profit and loss.....	71256 72	
	<hr/>	
Gross income less operating ex- penses.....		206543 85
Deductions from income :		
Interest on funded debt.....	189725 76	
Taxes.....	30024 51	
Other expenditures (organization expenses).....	1685 73	
	<hr/>	
Total deductions.....		221436 00
Net income from all sources..		14892 15
Deficit for year.....		14892 15

ANALYSIS OF EARNINGS.

Passenger :	
Passengers	\$202354 88
Mail.....	19812 18
Express.....	21960 00
Freight :	
Freight.....	604245 01
Rent of cars (balance only).....	6582 17
Miscellaneous :	
From other sources.....	89018 31
	<hr/>
Total.....	898967 55

ANALYSIS OF EARNINGS FOR NEBRASKA.

Passenger—	
Passengers.....	\$ 91403 70
Mail.....	8949 16
Express.....	9919 33
Freight—	
Freight.....	272937 47
Rent of cars (balance only).....	2973 17
Miscellaneous—	
From other sources.....	5722 54
<hr/>	
Total.....	891905 87

INCOME FROM SOURCES OTHER THAN EARNINGS.

INTEREST ON BONDS OWNED.

Name	Total amount held	Rate	Interest received
St. Joseph & Grand Island R. R.			
Co. 6 per cent bonds.....	80000 00	6	\$1830 00
St. Joseph & Grand Island R. R.			
Co. 5 per cent bonds.....	2000 00	5	175 00

ANALYSIS OF OPERATING EXPENSES.

	Chargeable to Pass. traffic	Chargeable to Frg't traffic	Total
Maintenance of way and structure—			
Repairs of roadway.....	\$36767 24	\$35881 97	\$72149 21
Renewals of rails—tons laid, 2,053,141			
Renewals of ties—number laid, 73,009.....	21770 05	20949 82	42719 87

	Chargeable to Pass. traffic	Chargeable to Frg't traffic	Total
Repairs of bridges, cul- verts, cattle-guards...	\$10026 17	\$ 9648 41	\$ 19674 58
Repairs, fences, road crossings, signs.....	1785 57	1718 30	3503 87
Repairs of building.....	3327 05	3201 70	6528 75
Other expenses.....	6614 17	6364 96	12979 13
Total.....	\$80290 25	\$77265 16	\$157555 41
Maintenance of equipment:			
Locomotive repairs....	\$10988 58	\$10574 57	\$21563 15
Repairs, passenger cars	12171 45	.....	12171 45
Repairs, freight cars...	.....	18732 36	18732 36
Other expenses.....	7809 91	7515 68	15325 59
Total.....	\$30969 94	\$36822 61	\$67792 55
Conducting transportation:			
Wages—locomotives.....	\$27825 97	\$26777 58	\$54603 55
Other train men.....	20688 97	19909 47	40598 44
Station agents—clerks and helpers.....	38205 48	31954 41	65159 89
Switchmen } Flagmen } Watchmen }	4588 06	4415 19	9003 25
Fuel for locomotives....	33375 06	32117 61	65492 67
Water supply.....	5411 55	5207 66	10619 21
Oil and waste.....	1796 14	1728 47	3524 61
Train supplies	5829 90	5610 25	11440 15
Station supplies.....	15306 79	14730 09	30036 88
Cars, rent of (balance only).....	.....	4886 99	4886 99
Telegraph—mainte- nance and operating	2500 14	2405 94	4906 08
Other expenses.....	486 55	468 22	954 77
Total.....	\$151014 61	\$150211 88	\$301226 49

	Chargeable to Pass. traffic	Chargeable to Frg't traffic	Total
General expenses:			
Salaries of officers.....	\$ 4302 77	\$ 4140 66	\$ 8443 43
Salaries of clerks.....	7616 47	7329 51	14945 98
Office expenses and sup- plies.....	1433 90	1379 87	2813 77
Commissions paid.....	189 96	.....	189 96
Advertising	366 44	.....	366 44
Loss and damage of freight and baggage	793 90	763 98	1557 88
Damage to cattle and property.....	2107 58	2028 18	4135 76
Injuries to persons.....	1075 61	1035 09	2110 70
Legal expenses.....	1467 03	1412 62	2880 55
Stationery and printing	3682 60	3543 85	7226 45
Other general expenses	219 23	210 97	430 20
Total.....	\$23256 39	\$21844 73	\$45101 12

RECAPITULATION OF EXPENSES.

Maintenance of way and structure.....	\$ 80290 25	\$ 77265 16	\$157555 41
Maintenance of equipment..	30969 94	36822 61	67792 55
Conducting transportation...	151014 61	150211 88	301226 49
General expenses.....	23256 39	21844 73	45101 12
Grand total.....	\$285531 19	\$286144 88	\$571675 57

Percentage of operating expenses to earnings:

Including taxes, .7138 per cent.

Excluding taxes, .6395 per cent.

ANALYSIS OF OPERATING EXPENSES FOR NEBRASKA.

	Chargeable to Pass. traffic	Chargeable to Frg't traffic	Total
Maintenance of way and structure:			
Repairs of roadway....	\$16607 76	\$15982 04	\$32589 80
Renewals of ties—num- ber laid.....	9833 53	9463 04	19296 57
Repairs of bridges, cul- verts, cattle-guards..	4528 82	4358 18	8887 00
Repairs, fences, road crossings, signs.....	806 54	776 16	1582 70
Repairs of buildings...	1502 83	1446 21	2949 04
Other expenses.....	2987 62	2875 05	5862 67
Total.....	\$36267 10	34900 68	\$71167 78
Maintenance of equipment:			
Locomotive repairs....	\$ 4963 54	4776 53	9740 07
Repairs, passenger cars	5497 84	.....	5497 84
Repairs, freight cars....	.....	8461 41	8461 41
Other expenses.....	3527 74	3394 83	6922 57
Total.....	\$13989 12	\$16632 77	\$30621 89
Conducting transportation:			
Wages—Locomotive	\$12568 99	\$12095 43	\$24664 42
Other train men.....	9845 20	8993 11	18338 31
Station agents—clerks and helpers.....	14998 91	14433 81	29432 72
Switchmen } Flagmen } Watchmen }	2072 43	1994 34	4066 77
Fuel for locomotives...	15075 52	14507 52	29583 04
Water supply.....	2444 40	2352 30	4796 70
Oil and waste.....	811 32	780 75	1592 07

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	Chargeable to Pass traffic.	Chargeable to Frg't traffic.	Total.
Train supplies.....	\$ 2683 37	\$ 2534 15	\$ 5167 52
Station supplies.....	6914 08	6658 58	13567 66
Cars, rent of (balance only).....	.....	2207 45	2207 45
Telegraph—mainte- nance and operating..	1129 31	1086 77	2216 08
Other expenses	219 78	211 49	431 27
Total.....	<u>\$68213 31</u>	<u>\$67850 70</u>	<u>\$136064 01</u>
General expenses:			
Salaries of officers.....	\$ 1943 57	1870 34	3813 91
Salaries of clerks.....	8440 36	3310 74	6751 10
Office expenses and sup- plies.....	647 69	623 29	1270 98
Commissions paid	85 80	.....	85 80
Advertising	165 52	.....	165 62
Loss and damage of freight and baggage..	358 60	345 09	703 69
Damage to cattle and property.....	951 99	916 13	1868 12
Injuries to persons.....	485 85	467 55	953 40
Legal expenses	663 06	638 08	1301 14
Stationery and printing	1663 43	1600 76	3264 19
Other general expenses	99 03	95 29	194 32
Total.....	<u>\$10504 90</u>	<u>\$9867 27</u>	<u>\$20372 17</u>

RECAPITULATION OF EXPENSES.

Maintenance of way and structure	36267 10	34900 68	71167 78
Maintenance of equipment..	13989 12	16632 77	30621 89
Conducting transportation...	68213 31	67850 70	136064 01
General expenses.....	10504 90	9867 27	20372 17
Grand total	<u>\$128974 43</u>	<u>\$129251 42</u>	<u>\$258225 85</u>

Percentage of operating expenses to earnings,

Including taxes, .7138 per cent.

Excluding taxes, .6895 per cent.

GENERAL BALANCE SHEET.

		Dr.
Cost of road	}	\$13214220 26
Cost of equipment		
St. Joseph Terminal R. R. Co. stock.....		55500 00
Trustees equipment and improvement fund		5847 92
Kansas City & Omaha R. R. construction		137150 02
Other assets—		
Income account		67835 91
		<hr/>
		\$13480554 11
		Cr.
Capital stock	\$4543700 00	
Stock of constituent companies	56300 00	\$4600000 00
First mortgage bonds	696400 00	
Certificates for do.....	5912 22	6969912 22
Second mortgage income bonds	1678000 00	
Certificates for do.....	6450 00	1679450 00
First mortgage bonds of constituent companies, funded interest, etc.....		45432 20
Second mortgage bonds of constituent companies, etc.....		23932 08
Accounts payable.....	178441 90	
Less accounts receivable	156552 30	21889 60
Interest accrued not yet dne.....		70000 00
Kansas City & Omaha R. R. subscriptions		69938 06
		<hr/>
		\$13480554 11

CONTRACTS, AGREEMENTS, ETC.

PACIFIC EXPRESS CO.

They do a regular express business.

MAILS.

\$19,851.72 per annum.

SLEEPING CARS.

Pullman Palace Car Co. run sleeping cars on two night trains.

R. R. Co. keeps the cars in repair. The P. P. C. Co. furnishing everything else for the revenue derived therefrom.

OTHER RAILROAD COMPANIES.

The St. J. & G. I. R. R. and Union Pacific Ry. Companies guarantee to the Kansas City and Omaha R. R. Co., certain net earnings in consideration of which the lines of railway of the three contracting parties are to be operated in harmony.

TELEGRAPH COMPANIES.

Western Union Telegraph Co. keeps line in repair and receive a certain percentage of the earnings, furnish all stationery and battery supplies and one-half of line material used in repairs and construction. R. R. company pays all operators.

EMPLOYES AND SALARIES.

CLASS.	No.	COMPEN- SATION.
General solicitor.*.....	1	3600 00
Auditor *.....	1	3000 00
General manager*.....	1	5000 00
General freight, passenger, ticket, and baggage agent*	1	3000 00
Master of transportation*..	1	2400 00
Roadmaster *.....	1	2400 00

CLASS.	No.	COMPEN- SATION.
General offices—		
Clerks*.....	20	16980 00
Stenographers*.....	2	1800 00
Station agents.....	36	27120 00
Clerks and helpers.....	17	10080 00
Baggagemen—stations.....	2	1080 00
Baggagemen—train.....	5	4200 00
Conductors—Passenger trains.....	5	6000 00
Conductors—Freight trains.....	12	11844 00
Brakemen—Passenger trains.....	5	3800 00
Brakeman—Freight trains.....	26	17764 44
Engineers—Passenger trains.....	26	30959 69
Engineers—Freight trains.....		
Firemen—Passenger trains.....	26	16848 57
Firemen—Freight trains.....		
Train dispatchers*.....	3	3360 00
Operators.....	19	11340 00
Others.....	19	17754 00
Mechanics—state various classes—		
Car repairers, wipers, etc.....	25	14325 00
Line repairers.....	2	1560 00
Carpenters.....	28	24521 40
Laborers—State various classes—		
Section foremen.....	48	28440 00
Other trackmen.....	148	63948 00
Switchmen, flagmen, etc.....	4	2940 00
Tankmen.....	9	8960 00
Total amount paid to officers and employes...		339525 10
45.17 per cent to Nebraska.....		153363 48

* 30 per cent of these amounts charged to operating expenses of K. C. & O. R. R.

STATISTICS—PASSENGER, FREIGHT, AND TRAIN
MILEAGE.

Passenger traffic—

Number of passengers carried, 201,240.
Number of passengers carried one mile, 7,495,141.
Average distance traveled by each passenger, 37.24 miles.
Average amount received from each passenger, .9855
Average rate of fare per mile, all passengers, .0265.
Passenger earnings per mile of road, \$969.91.
Cost of transporting each passenger one mile, .0380.
Profit per passenger per mile, .0115.
Passenger earnings per train mile, .7044.

Freight traffic—

Number of tons of freight carried, 345,471.
Total freight mileage or tons carried one mile, 41,502,487.
Average ton haul for all freight, 126.13 miles.
Average rate per ton per mile, .01456 cents.
Freight earnings per mile of road, \$2,400.65
Freight earnings per train mile, \$1.81.
Cost of carrying one ton one mile, .00691.
Profit per ton per mile, .00765.

Passenger and freight—

Transportation earnings per mile of road, \$3,204.60.
Expense per mile of road, \$2,271.12, excluding taxes; \$2,535.34
 including taxes.
Net earnings per mile of road, \$1,016.38.
Total earnings per mile of road, including mails, express, etc.,
 \$3,551.72.
Total earnings per train miles, \$1.8146.

Train mileage—

Miles run by passenger trains during year, 346,562.
Miles run by freight trains during year, 333,445.
Total mileage of loaded freight cars, 3,910,489.
Total mileage of empty freight cars, 1,473,008.

Total mileage of trains earning revenue, 680,007.

Average number of cars in freight train, 29.

Average number of cars in freight train, loaded, 19.

Average number of cars in freight train, empty, 10.

Average number of tons of freight in train, 342.

FREIGHT TRAFFIC MOVEMENT—COMPANY'S MATERIAL EXCLUDED.

Principal Commodities.	East or North bound. Tons.	West or South bound. Tons.	Total tons.
Grain	102905	10867	113772
Flour	8944	2522	6466
Meal, bran, and mill stuffs.....			
Live stock	25214	4582	29796
Hay	8914	462	9408
Fruit, vegetables, and seeds.....	844	895	1739
Coal	11549	41385	52934
Stone.....	6293	17331	23624
Cement, brick, sand, etc.....	112	2357	2469
Machinery and castings.....	247	2574	2821
Agricultural implements.....	216	368	584
Wool	36	.....	36
Lumber.....	3088	32688	35776
Wine and liquors	163	1346	1509
Wagons, carriages, tools, etc.....	58	485	543
Hides and leather	367	14	381
Household goods and furniture	1733	3431	5164
General merchandise.....	8241	12398	20639
Other important commodities carried by this company not mentioned above.....	7062	30753	37815
Total.....	181013	164458	345471

**FREIGHT TRAFFIC MOVEMENT IN NEBRASKA—
COMPANY'S MATERIAL EXCLUDED.**

Principal Commodities.	East or North bound. Tons.	West or South bound. Tons.	Total tons.
Grain	891	110	501
Flour	151	64	215
Meal, bran, and mill-stuffs.....			
Live stock	75	76	151
Hay	538	211	749
Fruit, vegetables, and seeds.....	59	30	89
Coal	86	23	109
Stone	1371	3005	4376
Cement, brick, sand, etc.....	67	809	876
Machinery and castings.....	30	63	93
Agricultural implements.....	36	33	69
Lumber	643	1274	1917
Wine and liquors.....	27	18	45
Wagons, carriages, tools, etc	1	3	4
Hides and leather.....	1	.....	1
Household goods and furniture.....	121	113	234
General merchandise.....	57	79	136
Other important commodities carried by this company not mentioned above...	2697	564	3261
Totals.....	6351	6475	12826

DESCRIPTION OF EQUIPMENT.

LOCOMOTIVES.	Total number at end of year.	Weight of locomotive and tender, with fuel and water.		Length of locomotive and tender.		Average capacity of tender.		Locomotives with Westinghouse train-brake.
		Maxim.	Average.	Max.	Av.	Water-gala.	Fuel—	
Passenger	25	138000	92600	48	45	2500	6 tons	25
Freight	1	.....	.....	...	...	.....	.....	1
Switching	1	.....	.....	...	...	.....	.....	1

KIND OF CARS.	Total number at end of year.	Heaviest empty car.	Max. carrying capacity.	Length of cars.	No. persons.	No. pounds.	Maxim.	Average.	Cars fitted with Westinghouse train-brake.	Cars fitted with Miller coupler and platform.
First-class Passenger cars.....	8	8	45000	60	.....	50	47.5	8	8	8
First-class composite car.....	3	8	45000	30	.....	50	47.5	3	3	3
Express cars.....	2	8	35000	...	20000	50	47.5	2	2	2
Combined mail and express cars.....	3	8	35000	...	20000	50	47.5	3	3	3
Other cars in passenger service.....	1	8	60000	6	.....	52	.....	1	1	1
Box freight cars.....	454	8	22000	...	40000	34	32	398	...	...
Platform cars.....	43	8	16000	...	4000	30	30	...	...	...
Stock cars.....	99	8	26000	...	40000	34	34	99	...	...
Coal cars.....	41	8	19000	...	30000	30	30	...	...	...
Cabooses.....	12	8	22000	20	.....	30	30	...	...	...
Derrick cars.....	1	8	80000	...	.....	35	...	...	...	...
Other cars.....	3	8	22000	...	20000	30	30	...	...	...

DESCRIPTION OF ROAD.

MAIN LINE AND BRANCHES.

	MILES.		
	Owned	Total owned	Total operated
Constr'd during year			
Main line—single track—			
State of Kansas, from St. Joseph to state line	138.0	.....	138.0
State of Nebraska, from state line to Grand Island	113.7	.....	113.7
Total .....	.....	.....	251.7

Total main line in Nebraska	113.7
Total length of road	251.7

SIDINGS.

	MILES		
	Owned Constr'd during year	Total owned	Total operated
Sidings on main line—			
State of Kansas.....	.....	11.74	.....
State of Nebraska.....	.3750	6.4	
	<hr/>	<hr/>	<hr/>
Total .....	.3750	18.14	18.8907
Total sidings .....	.....	18.3907.	
Total sidings in Nebraska....	.....	7	
Total length of track .....	.....	270.44	
Total length of track in Ne- braska		120.7	

TRACK AND ROAD-BED.

	Maximum weight per yard—lbs.	Minimum weight per yard—lbs	Miles of each class of rails	
American steel—				
State of Kansas.....	60	50	60	102.1
State of Kansas.....			56	38.1
State of Kansas			52	.9
State of Kansas			50	1.9
State of Nebraska			60	65
State of Nebraska	60	50	52	48.7
			<hr/>	<hr/>
Total American steel.....				251.7
Total miles steel rails.....				251.7
Total miles steel rails in Nebraska.....				118.7

Cross-ties in Nebraska—

Maximum number per mile, 3,000.

Minimum number per mile, 2,800.

Average number per mile, 2,900.

Kind, White and Burr Oak.

Average size, 8x8.

Average price, present year, 70 cents.

Average number of years ties live, 10 years.

Ballast—

State kind of ballast, giving number of miles of each kind in this state:

Earth, 113.7.

Grades in Nebraska—

State maximum grade, in feet, per mile. 26.4 feet.

State length of same, and where located. Various points.

State length and gradient of longest grade. 13500. 26.4 gradient.

State total ascent in each direction. Westward 1042 feet, eastward 303 feet.

State total mileage of level track. 31.8.

Alignment in Nebraska—

State maximum curvature, where located. 5° two miles east of Steele City.

State number of miles straight track. 100.7.

State number of miles curved track. 13.

Bridges in Nebraska—

State number:

Wooden, 191.

Gauge of track in Nebraska: 4 feet 8½ inches.

Telegraph in Nebraska—

Operated by Western Union Telegraph Co, 113.7 miles of line.

“ “ “ 119.2 miles of wire.

Average number poles per mile, 80.

CROSSINGS IN NEBRASKA.

What railroad crosses your road at grade, and at what locality?

B. & M. R. R. R. at Endicott.

C. K. & N. R. R. east of Fairbury.

C. K. & N. R. R., west of Fairbury.

B. & M. R. R. R. at Belvidere.

B. & M. R. R. R. at Edgar.

F., E. & M. V. R. R. at Hastings.

B. & M. R. R. R. at Hastings.

FENCING IN NEBRASKA.

How many miles of your road in Nebraska are fenced?.....	4
What is the average cost per rod .....	.42
What is the total cost of same.....	\$532 00
How many miles of new fencing have you built during the year.....	4
Give the number of miles needed on both sides of your track in each county in Nebraska:	
In Jefferson county.....	55.92
In Thayer "	51.10
In Nuckolls "	11.58
In Clay "	25.20
In Adams "	26.40
In Hall "	33.40
Total miles.....	203.60

TABULAR STATEMENT OF ACCIDENTS.

Causes of Accident.	KILLED.			INJURED.	
	Passengers.	Employees.	Others.	Employees.	Others.
Collisions	1				
Coupling cars.....		1		3	
Getting on and off trains.....		1			
Trespassers on track.....			1		1
Total.....	1	2	1	3	1

SUMMARY OF ACCIDENTS FOR NEBRASKA.

Number of persons killed during the year.....	3
Number persons injured during the year..	1
Number of casualties purely accidental during the entire year.....	1
Number resulting from lack of caution, carelessness or misconduct.	3
Number of trespassers on track killed.....	1

REPORT
OF THE
UNION PACIFIC RAILWAY COMPANY,
FOR THE YEAR ENDING JUNE 30, 1888.

GENERAL INFORMATION.

Name of common carrier making this report? The Union Pacific Railway Company.

Date of organization? January 24, 1880.

Under laws of what government, state, or territory organized? United States.

With what other companies consolidated?

The Union Pacific Railroad Company.

The Kansas Pacific Railway Company.

The Denver Pacific Railway & Telegraph Company.

Date and authority for each consolidation? Act of congress approved July 1, 1862. July 2, 1864. Sec. 16.

Location of general office? Equitable Building, Boston, Mass.

Location of operating office? Omaha, Neb.

Date when main line was opened for business? May, 1869.

Name of every transportation line the operations of which are included in the revenue account?

Name.	Length in miles.
Union Division	1040.7
Kansas "	642.9
Cheyenne Branch.....	106.1
Leavenworth Branch.....	34.0

Name all other properties the operations of which are included in the general balance sheet?

Name.	Character of business.	Title (owned, leased, etc.)
Union Division.....	Land.....	Owned
Kansas Pacific.....	Land.....	Owned
Denver Pacific Ry. & Tel.....	Land.....	Owned

Railroads named below controlled and operated :

Omaha & Republican Valley Ry. Co.
 Echo & Park City Ry. Co.
 Salt Lake & Western Ry. Co.
 Laramie, North Park & Pacific Ry. & Tel. Co.
 Cheyenne & Northern Ry. Co.
 Oregon Short Line Ry. Co.
 Utah & Northern Ry. Co.
 Junction City & Fort Kearney Ry. Co.
 Solomon R. R. Co.
 Salina & Southwestern Ry. Co.
 Kansas Central R. R. Co.
 Salina, Lincoln & Western Ry. Co.
 Oakley & Colby Ry. Co.
 Colorado Central R. R. Co.
 Denver, So. Park & Pacific R. R. Co.
 Greeley, Salt Lake & Pacific Ry. Co.
 Denver & Boulder Valley R. R. Co.
 Georgetown, Breckenridge & Leadville Ry. Co.
 Denver & Middle Park R. R. Co.
 Denver, Marshall & Boulder Ry. Co.

NAMES OF DIRECTORS.

Charles F. Adams, Boston, Mass., term expires April 30, 1889.

Fred'k L. Ames,	"	"	"
Elisha Atkins,	"	"	"
Sam'l Carr, Jr.,	"	"	"
Henry H. Cook, New York, N. Y.,	"	"	"
F. Gordon Dexter, Boston, Mass.,	"	"	"
Sidney Dillon, New York, N. Y.,	"	"	"

David Dows, New York, N. Y., term expires April 30, 1889.

G. M. Dodge, " " "

Andrew H. Green, " " "

James A. Rumrill, Springfield, Mass. " "

M. D. Spaulding, Boston, Mass., " "

John Sharp, Salt Lake City, Utah, " "

GOVERNMENT DIRECTORS.

F. R. Coudert, New York, N. Y., term expires April 10, 1889, or when his successor is appointed.

Marcus A. Hanna, Cleveland, O., term expires April 10, 1889, or when his successor is appointed.

Alexander C. Haskell, Columbia, S. C., term expires April 10, 1889, or when his successor is appointed.

Franklin MacVeagh, Chicago, Ill., term expires April 10, 1889, or when his successor is appointed.

Jas. W. Savage, Omaha, Neb., term expires April 10, 1889, or when his successor is appointed.

Date of annual meeting of stockholders for election of directors?

Last Wednesday of April.

Total number of stockholders at date of last election? 5704.

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President—Chas. F. Adams, Boston, Mass.

Vice President—Samuel Carr, Jr., Boston, Mass.

Vice President—Gardiner M. Lane, with specified duties, Boston, Mass.

Secretary—Alex. Millar, Boston, Mass.

Treasurer—James G. Harris, Boston, Mass.

Chief Engineer—Virgil G. Bogue, Omaha, Neb.

General Solicitor—John F. Dillon, New York, N. Y.

Comptroller—Oliver W. Mink, Boston, Mass.

Auditor—Erastus Young, Omaha, Neb.

Asst. Auditor—D. B. Hunt, "

Acting Gen'l Manager—Thos. L. Kimball, Omaha, Neb.
 General Superintendent—E. Dickinson, “
 Division Superintendent (Nebraska)—R. Blickensderfer, Omaha, Neb.
 Division Superintendent (Kansas)—J. O. Brinkerhoff, Kansas City, Mo.
 Division Superintendent (Colorado)—J. K. Choate, Denver, Col.
 Division Superintendent (Wyoming)—C. E. Wurtele, Cheyenne, Wyo.
 Division Superintendent (Idaho)—Chas. F. Resseguie, Pocatello, Idaho.
 Superintendent Telegraph—Louis H. Korty, Omaha, Neb.
 General Freight Agent—J. A. Munroe, “
 General Passenger and Ticket Agent—J. S. Tebbets, Omaha, Neb.
 General Baggage Agent—A. Traynor, Council Bluffs, Iowa.
 General Land Commissioner—C. J. Smith, Omaha, Neb.
 Land Commissioner—B. McAllister, Omaha, Neb.

CAPITAL STOCK.

	No. of shares.	Par value of shares.	Market value of shares.		Total par value au- thorized.	Total amount issued and outstanding.
			Highest.	Lowest.		
Capital stock authorized—						
Common.....	610000	100	61	44½	\$61000000	\$60888500
Manner of payment for capital stock.			No. of shares.	Par value of shares.	Total realized.	
Issued for cash—						
Common			101062	100	\$10106200*	
Issued for consolidation.....			507623	100	50762300†	
Amount of capital per mile of road, \$33,876.88.						
Amount of capital stock issued on road in Nebraska, \$15,552.023.49.						

* Subscribed by stockholders and paid in cash at par, pursuant to vote of stockholders, March 9, 1881.

† Constituent companies at the consolidation represented the following amounts at par:

Union Pacific R. R. Co.....	\$38762300
Kansas Pacific Ry. Co.....	10000000
Denver Pacific Ry. & Tel. Co.....	4000000

Total..... \$50762300

FUNDED DEBT.

Class of bond or obligation.	Time		Amount of authorized issue.	Amount actually issued and now outstanding.	Cash realized on the amt outstanding.	Character and extent of lien or security.	Rate. When payable.	INTEREST	
	Date of issue.	When due.						Accrued during year.	Paid during year.
First Mortgage U. D....	1866-69	1896-99	\$27236512 00	\$27229000	.....*	1st	6 Jan. & July	1633890 00	1630020 00
Land Grant "	1867-69	1887-89	10400000 00	1057000	.....	1st land...	7 Apr. & Oct.	75798 33	80225 00
Sinking Fund "	1873	1893	16000000 00	2221000	.....	2d land...	8 Mar. & Sept.	979319 99	978520 00
Reg'd Fund "	1873	1893	11986000	11986000	.....	2d land...	8 Mar. & Sept.	159786 66	159360 00
Omaha Bridge "	1871	1896	2500000 00	1293000	.....	3d road ...	8 Apr. & Oct.	1111421 90	75400 00
Collat. Trust 6% "	1879	1904	5270000 00	4253000	.....	1st bridge	8 Jan. & July	257557 42	260190 00
East Div. K. D. 1st.....	1865	1895	2240000 00	22400 0	.....	1st	6 Feb. & Aug.	134400 00	135660 00
Middle "	1866	1896	4063000 00	4063000	.....	1st	6 June & Dec.	243780 00	238860 00
Denv. Ex. "	1869	1899	6084000	6084000	.....	1st	6 May & Nov.	371375 49	368670 00
Leav. Branch "	1868	1896	600000 00	18000	.....	1st	7 May & Nov.	1260 00	1260 00
Cons. Mort. K. D.....	1879	1919	30000000 00	13655000	.....	1st	6 May & Nov.	810300 00	823320 00
Income "	1866	1916	263700 00	45950	.....	2d	7 Mar. & Sept.	2034 46	2034 46
Subordinated K. D.....	1866	1916	4011650 00	63250	.....	2d	7 Mar. & Sept.	.....	.....
Cheyenne Branch 1st....	1869	1899	2500000 00	8000	.....	1st	7 May & Nov.	.....	.....
Denv. Ex. Coup. Cert....	1874	1886	1004692 50	385	.....	.....	6 May & Nov.	.....	.....
Leav. Branch "	1874	1886	94500 00	70	.....	.....	6 May & Nov.	.....	.....
Trust 5% "	1883	1907	5366000	5366000	.....	.....	5 June & Dec.	269668 19	258900 00
Reg'd Trust 5% "	1883	1907	6000000 00	18000	.....	.....	5 June & Dec.	900 00	900 00
Omaha Br. Renew.....	1885	1896	1250000 00	328000	.....	1st	5 Apr. & Oct.	12012 49	7075 00
Car Trust Obligat'ns A..	1887	1898-97	716000 00	716000	.....	.....	5 Apr. & Oct.	13679 15	9650 00

*The information called for in this column could be supplied only after a long and laborious search of the accounts of three companies, covering a period of twenty years, and involving not only an examination of the record of the original sales, but also the annual and semi-annual purchase of bonds under the several sinking funds during the above-named period.

†The larger part of the amount apparently unpaid has been paid by our agents in London, but not reported to the company at that date.

FUNDED DEBT ON ACCOUNT OF ROAD IN NEBRASKA.

Class of bond or obligations	Time		Amount of authorized issue.	Amount issued and now outstanding.	Cash realized on the amt outstanding.	Rate.	When payable.	INTEREST.	
	Date of issue.	When due.						Total accrued during year.	Paid during year.
1st Mortgage U. D.....	1866-69	1896-99	\$12194794 17	\$12191430 77	.....*	6	Jan. & July	\$731553 01	\$729920 26
Land Grant "	1867-69	1887-89	4656464 80	473258 01	.....	7	April & Oct.	33937 72	35919 70
Sinking Fund "	1873	1893 }	7163792 00	5471793 88	.....	8	Mar. & Sept.	433477 79	438119 61
Reg'd Fund "	1873	1893 }		893683 05	.....	8	Mar. & Sept.	71542 40	71351 37
Omaha Bridge "	1871	1896	2500000 00	1293000 00	.....	8	April & Oct.	111421 90†	75400 00
Collateral Trust 6 %									
U. D.....	1879	1904	2359573 99	1903777 72	.....	6	Jan. & July.	115317 99	116496 69
Trust 5 %	1883	1907 }	1533012 00	1371023 73	.....	5	June & Dec.	68977 41	66149 47
Reg'd Trust 5 %	1883	1907 }		4599 03	.....	5	June & Dec.	229 95	229 95
Omaha Bridge Renew..	1885	1896	1250000 00	328000 00	.....	5	April & Oct.	12012 49	2037 63
Car Trust Obligat'ns A	1887	1898-97	182839 43	182839 43	.....	5	April & Oct.	3495 05	2210 09
Total.....			\$31840576 39	\$24113505 62	.....			\$1586965 71	\$1537734 77

* See previous page.

† See previous page.

FLOATING OR UNFUNDED DEBT.

For what incurred.	FORM OF DEBT.				Total.	Interest paid during year.
	Bills payable.	Auditors' Vouchers and accounts due, including pay-rolls.	Interest overdue and dividends unpaid.	Miscellaneous.		
For construction, equipment, interest on funded debt, rentals, operating expenses, miscellaneous	\$4980000 00	\$3891175 42	\$1331934 01	\$186000	\$10339129 43	.....
Less cash assets .....	.....	.....	.....	.....	10324999 28	.....
Total .....	.....	.....	.....	.....	\$14130 15	\$194245 51

RECAPITULATION OF DEBT ACCOUNTS.

Accounts.	Amount.	Amount per mile of road.
Capital stock	\$60868500 00	\$33376 38
Funded debt	806538655 00	44225 29
Floating debt	14130 15	7 74
Total	141536285 15	77609 41

FLOATING OR UNFUNDED DEBT ON ACCOUNT OF THE ROAD IN NEBRASKA.

For what incurred.	FORM OF DEBT.				Total.	Interest paid during year.
	Bills payable.	Auditor's vouchers and accounts due, including pay-roll.	Interest overdue and dividends unpaid.	Miscellaneous.		
For construction, equipment, interest on funded debt, rentals, operating expenses, miscellaneous	\$1272399 96	\$994203 10	\$340316 91	\$34748 27	\$2641668 24	.....
Less cash assets .....	.....	.....	.....	.....	2638057 96	.....
Total .....	.....	.....	.....	.....	\$3610 28	\$49630 12

RECAPITULATION OF DEBT ACCOUNTS.

Accounts.	Amount.	Amount per mile of road.
Capital stock	\$15552023 49	\$33376 38
Funded debt	24113505 62	51750 16
Floating debt	3610 28	7 74
Total	\$39669139 39	\$85134 28

**STATEMENT OF PERMANENT IMPROVEMENTS FOR
THE YEAR, NOT INCLUDED IN STATE-
MENT OF OPERATING EXPENSES.**

ITEMS.	Charges for ac- count of im- provements. etc.	Credits Property and material sold.	Differences or net additions to property, etc.
Construction—			
Real estate.....\$	800 00	\$ 9667 25	*\$ 8867 25
Right of way.....	20521 75	4572 00	15949 75
Fences.....	8483 83	.....	8483 83
Grading and masonry..	32875 94	.....	32875 94
Bridges and trestles (iron and wood).....	115761 75	.....	115761 75
†Rails	20225 83	.....	20225 83
†Ties.....	10077 17	.....	10077 17
†Other superstructure (rail fastenings).....	2323 97	.....	2323 97
Buildings—			
Fuel and water sta- tions	6366 55	.....	6866 55
Passenger and freight stations	53120 12	400 00	52720 12
Engine houses, car sheds, and turn- tables	82659 17	2800 10	79859 07
Machine shops, car shops, etc	47717 73	525 00	47192 73
†Engineering expenses.	559 65	.....	559 65
Shop machinery and tools	3136 47	.....	3136 47
†Track-laying	16240 27	.....	16240 27

* Credit.

† Labor and material expended on second track, Council Bluffs, Iowa.

Items.	Charges for account of im- provements, etc.	Credits, prop- erty, and ma- terial sold.	Differences or net addi- tions to prop- erty, etc.
Sidings and yard exten- sions, labor and all material	\$ 148155 34	\$ 506 04	\$ 147649 30
Station grounds.....	29931 55	.....	29931 55
Total construction...	\$ 599407 09	\$ 18470 39	\$ 580936 70
* Equipment—			
Locomotives	\$ 391581 56	\$ 985 20	\$ 390596 36
Express cars, baggage cars, and mail cars...	41359 14	17900 00	28459 14
Passenger cars.....	163846 84	9500 00	154346 84
Other passenger train cars	7900 51	4500 00	3400 51
Freight cars	213791 74	66527 79	147263 95
Other cars	21207 22	860 00	20347 22
Total equipment.....	\$ 839687 01	\$ 100272 99	\$ 789414 02
Grand total, construc- tion and equipment..	\$1489094 10	\$118743 38	\$1320350 72

* Includes \$795,929.20 "Trust Equipment."

**STATEMENT OF PERMANENT IMPROVEMENTS ON
ROAD IN NEBRASKA, FOR THE YEAR, NOT
INCLUDED IN STATEMENT OF
OPERATING EXPENSES.**

Items.	Charges for account of im- provements, etc.	Credits, prop- erty, and ma- terial sold.	Differences or net addi- tions to prop- erty, etc.
Construction—			
Real estate.....	\$ 800 00	\$ 9667 25	*\$8867 25
Right of way.....	5236 75	1357 00	3879 75
Fences	2160 67	.....	2160 67
Grading and masonry.....	25875 89	.....	25875 89
Bridges and trestles (iron and wood)	101980 94	.....	101980 94
Buildings—			
Passenger and freight sta- tions.....	8436 64	.....	8436 64
Engine houses, car sheds, and turn-tables.....	861 85	1413 42	*1052 07
Machine shops, car shops, etc.....	11532 76	.....	11532 76
Sidings and yard extensions —labor and all material...	77759 63	.....	77759 63
Station grounds	27740 15	.....	27740 15
<hr/>			
Total construction.....	261884 78	12437 67	249447 11
<hr/>			
†Equipment—			

* Credit.

† Impossible to arrive at proportion of equipment expenditures chargeable to road in Nebraska.

COST OF ROAD AND EQUIPMENT.

ITEMS.	Total cost to June 30, '87.	Net additions during year.	Total cost to June 30, '88.	Cost per mile
Cost of Road—				
Real estate	\$	\$ 8867 25	\$	\$
Right of way.....	15949 75	.....	.....
Fences	8433 83	.....	.....
Grading and masonry....	32875 94	.....	.....
Bridges and culverts.....	115761 75	.....	.....
Rails	20225 83	.....	.....
Ties	10077 17	.....	.....
Other superstructure.....	2323 97	.....	.....
Buildings, furniture, and fixtures.....	186638 47	.....	.....
Engineering expenses....	559 65	.....	.....
All other items.....	203377 59	.....	.....
Total cost of road.....	587856 70	.....	.....
Cost of equipment—				
Locomotives.....	390596 36	.....	.....
Combination cars.....	3400 51	.....	.....
Baggage, express, and postal cars.....	23459 14	.....	.....
Passenger cars	154346 84	.....	.....
Freight cars.....	147263 95	.....	.....
Other cars.....	20347 22	.....	.....
Total cost of equipment..	739414 02	.....	.....
Grand total, cost road and equipment.....	162014527 49	1326770 72	163341298 21	89565 82

COST OF ROAD AND EQUIPMENT CHARGED TO THAT
PORTION OF THE ROAD IN NEBRASKA.

ITEMS.	Total cost to June 30, 1887.	Net additions during year.	Total cost to June 30, 1888.	Cost per mile.
Grand total, cost road and equipment.....	\$41395035 80	\$338992 57	\$41734028 37	\$89565 82

REVENUE OR INCOME ACCOUNT.

Income from earnings.....	\$20009078	48
Operating expenses	10318064	78
	<hr/>	
Net earnings from operation.....	\$9691013	65
Income from other sources—		
Interest on bonds owned	716970	00
Dividends on stock owned	824540	00
Miscellaneous.....	394189	74
	<hr/>	
	1935699	74
	<hr/>	
Gross income less operating ex- penses.....	11626713	89
Deductions from income—		
Interest on funded debt	5077484	08
Interest on floating debt.....	194245	51
Taxes	570111	94
Company sinking fund require- ments	595235	00
United States sinking fund require- ments	1216799	61
Other expenditures	350408	78
	<hr/>	
Total deductions	8004284	92
	<hr/>	
Net income from all sources.....	3622428	47
	<hr/>	
Surplus for year	8622428	47
Surplus on June 30, 1887	17809589	54
	<hr/>	
Surplus June 30, 1888.....	21482018	01

REVENUE OR INCOME ACCOUNT IN NEBRASKA.

Income from earnings.....	\$ 5771733	59
Operating expenses.....	3251111	89
	<hr/>	
Net earnings from operation.....		\$2520621 70
Income from other sources—		
Interest on bonds owned.....	183187	27
Dividends on stock owned	210671	62
Miscellaneous.....	100716	27
	<hr/>	
		494575 16
	<hr/>	
Gross income less operating ex- penses.....		3015196 86
Deductions from income—		
Interest on funded debt.....	\$ 1586965	71
Interest on floating debt.....	49630	12
Taxes	268682	15
Company sinking fund require- ments	152083	73
United States sinking fund require- ments	310894	78
Other expenditures.....	89580	14
	<hr/>	
Total deductions.....		2457736 58
	<hr/>	
Net income from all sources.....		557460 28
	<hr/>	

*ANALYSIS OF EARNINGS.

Items.	Total receipts.	Deductions account of repayments, etc.	Actual earnings
Passenger—			
Passenger revenue.....	\$1789550 04	.....	.....
Less repayments—			
Tickets redeemed	\$ 8710 82	.....	.....
Excess fares refunded...	387 86	.....	.....
Other repayments	34280 60	.....	.....
Total deductions	53378 78		
Total passenger revenue...		\$ 4736171 26	
Mail		634297 18	
Express.....		506397 00	
Extra baggage and storage		67772 79	
Total passenger earnings		5944638 18	
Freight—			
Freight revenue	14094566 55	.....	.....
Less repayments—			
Overcharge to shippers..	388345 40	.....	.....
Other repayments	10722 12	.....	.....
Total deductions	394067 52		
Total freight revenue		13700499 03	
Total freight earnings...		13700499 03	
Miscellaneous—			
†Car mileage, balance.....		8230 43	
From telegraph companies		7264 69	
From rentals of buildings, tracks, and terminals....		228502 50	
Switching charges, balance		75743 13	
From other sources		44200 47	
Total other earnings.....		363941 22	
Total gross earnings from operation		20009078 43	

* As reported to U. S. Interstate Commerce Commission.

† The earnings and expenses of the Union Pacific Railway Company are kept by divisions—*via*, Union, Cheyenne, Kansas, and Leavenworth. The first two divisions show debit car mileage balances, and the last two credit balances. Hence the appearance of car mileage balances both in earnings and expenses.

ANALYSIS OF EARNINGS FOR NEBRASKA.

Items.	Total in Nebraska.
Passenger—	
Passengers	\$1422004 94
Mail.....	220840 96
Express.....	159813 24
Freight—	
Freight	3947097 53
Miscellaneous—	
From telegraph companies, rentals of buildings, tracks, and terminals, sales of property and ma- terials, and other sources.....	22476 92
Gross earnings in Nebraska	5771783 59

INCOME FROM SOURCES OTHER THAN EARNINGS.

INTEREST ON BONDS OWNED.

Name.	Total amount held	Rate	Interest received
Colorado Central R. R. Co., 7 per cent.....	\$ 4697000	7	\$328790
“ “	22000	8	2640
Denver, South Park & Pacific R. R. Co.....	2797000	6	.....
Echo & Park City Ry. Co.....	480000	6	.....
Georgetown, Breckenridge & Leadville R. R. Co.....	127000	7	.....
Greeley, Salt Lake & Pacific Ry. Co.....	808000	7	.....
Idaho Central Ry. Co.....	94000	6	.....
Kansas Central R. R. Co.....	1346000	6	.....
Kansas City & Omaha R. R. Co.....	1568500	5	20000
Loveland Pass Mining & R. R. Tunnel Co.	400000	7	.....
Manhattan, Alma & Burlingame R. R. Co.	339000	6	.....
Nevada Central Ry. Co. income.....	250000	8	.....
Omaha & Republican Valley R. R. Co.....	2255000	7	70245
“ “ “	2368000	5	.....
“ “ “ extension	509000	5	.....

Name	Total amount held	Rate	Interest received
Omaha, Niobrara & Black Hills R. R. Co..	\$ 70000	7	.....
Salt Lake & Western Ry. Co	1080000	6	\$ 8760
St. Louis, Council Bluffs & Omaha R. R. Co.....	19500	6	1170
Utah Southern R. R. Co. extension	982000	7	68740
Salina, Lincoln & Western Ry. Co.....	1097000	6	.....
Junction City & Fort Kearney Ry. Co.....	171000	5	7735
Denver, Marshall & Boulder Ry. Co.....	216000	5	5750
Utah & Northern Ry. Co.....	4968000	7	161785
“ “ consolidated	1859000	5	.....
Oregon Short Line Ry. Co.....	1000	6	.....
Oakley & Colby Ry. Co	236000	5	.....
Cheyenne & Northern Ry. Co.....	1250000	5	.....
Council Bluffs St. Ry. Co.....	16000	8	.....
Laramie County, Wyoming.....	180000	6	.....
Ord Precinct, Valley Co., Neb.....	12000	6	.....
Union Pacific R. R. Co. Land Grant.....	3000	7	.....
“ “ Sinking Fund.....	365000	8	28840
“ “ Omaha Bridge.....	5000	8	600
“ Ry. Co. Omaha Bridge Re- newal	220000	5	2575
Union Pacific R. R. Co. First Mortgage....	116000	6	.....
Kansas Pacific Ry. Co. Consolidated.....	18000	6	1350
“ “ Income.....	28600	7	.....
“ “ “ Subordina- ted.....	35200	7	.....
*Union Pacific Ry. Co. Equipment Trust Bonds	282000	5	6800
Denver Pacific Ry. & Tel. Co	3000	7	.....
Beatrice Precinct, Neb. (bonds sold).....	.....	8	400
Lincoln County, Kan. (bonds sold).....	.....	8	840
Total.....	30733800		716970

* These bonds were sold to the Central Trust Co., N. Y., under agreement, the interest on the same being payable to the railroad company.

INTEREST ON STOCK OWNED.

Name.	Total par value.	Rate.	Dividend received.
Atchison, Colorado & Pacific R. R. Co.....	\$ 124400 00	...	.....
Central Branch Union Pacific R. R. Co.....	858800 00	10	\$ 85880 00
Colorado Central R. R. Co	6229000 00	4	249160 00
“ “ in Wyoming	130000 00	...	.....
Denver, Marshall & Boulder Ry. Co	1000000 00	...	.....
Denver, South Park & Pacific R. R. Co.....	6135100 00	...	.....
Echo & Park City Ry. Co.....	480000 00	...	.....
Georgetown, Breckenridge & Leadville Ry. Co	305500 00	...	.....
Greeley, Salt Lake & Pacific Ry. Co	808500 00	...	.....
Junction City & Fort Kearney Ry. Co... ..	44000 00	...	.....
Kansas Central R. R. Co.....	1313400 00	...	.....
Laramie, North Park & Pacific Ry. & Tel. Co.....	64400 00	...	.....
Lawrence & Emporia Ry. Co....	465000 00	...	.....
Loveland Pass Mining & R. R. Tunnel Co.....	4800 00	...	.....
Manhattan, Alma & Burlingame R. R. Co.....	418650 00	...	.....
Montana Ry. Co.....	420000 00	...	.....
Nevada Central Ry. Co	959500 00	...	.....
Oregon Short Line Ry. Co.....	8015600 00	...	.....
Salina & Southwestern Ry. Co...	231700 00	...	.....
Salina, Lincoln & Western Ry. Co	1029000 00	...	.....
Salt Lake & Western Ry. Co....	1080000 00	...	.....
South Park & Leadville Short Line R. R. Co.....	1000000 00	...	.....
St. Joseph & Grand Island R. R. Co.....	2301500 00	...	.....

Name.	Total par value.	Rate.	Dividend received.
Utah Central Ry. Co.....	\$ 1886900 00	...	.....
Utah & Northern Ry. Co.....	4816400 00	...	.....
Ogden & Syracuse Ry. Co.....	87700 00	...	.....
Oakley & Colby Ry. Co.....	109800 00	...	.....
Omaha & Republican Valley Ry. Co.....	2327528 77	...	.....
Cheyenne & Northern Ry. Co...	1250000 00	...	.....
Colorado Western R. R. Co	9100 00	...	.....
Gray's Peak, Snake River & Leadville R. R. Co.....	6000 00	...	.....
Leavenworth, Topeka & Southwestern R. R. Co	550900 00	...	.....
Montana Union Ry. Co.....	100000 00	...	.....
Utah & Nevada Ry. Co.....	555000 00	...	.....
Kansas City & Omaha R. R. Co.	2085125 00	...	.....
Council Bluffs St. Ry. Co	45625 00	...	.....
Bozeman Coal Co	96000 00	...	.....
Kansas Carbon Co	250000 00	...	.....
Kansas & Eastern R. R. Construction Co.....	230000 00	...	.....
Nevada Improvement Co.....	5000 00	...	.....
Occidental & Oriental Steamship Co	5000000 00	6	\$800000 00
Pacific Express Co.....	2400000 00	7½	180000 00
St. Louis & Mississippi Valley Transportation Co.....	116000 00	4	4640 00
Union Coal Co	138500 00	...	.....
Union Elevator Co., Omaha.....	81000 00	...	4860 00
Union Elevator Co., Council Bluffs.....	46700 00	...	.....
Union Depot Co., Kansas City...	21000 00	...	.....
Union Depot & Ry. Co., Ogden—10 per cent on \$25,000...	2500 00	...	.....
Total.....	\$55585628 77		\$824540 00

ANALYSIS OF OPERATING EXPENSES.*†

Items.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Maintenance of way and structure:			
Repairs of roadway.....	\$310492 86	\$630394 60	\$940887 46
Renewals of rails—tons laid	43271 05	87853 33	131234 38
Renewals of ties—num- ber laid.....	125875 07	255564 54	381439 61
Repairs of bridges.....	38670 64	78513 11	117183 75
Repairs of fences, road crossings, signs, cul- verts, and cattle guards	17836 71	85198 78	52535 49
Repairs of buildings.....	28423 45	57708 22	86131 67
Repairs of telegraph.....	929 01	1886 18	2815 19
Total.....	564998 79	1147118 76	1712117 55

*As furnished U. S. Interstate Commerce Commission.

† Proportions of earnings and operating expenses in the state of Nebraska are arrived at as follows:

EARNINGS.

Earnings of line from Omaha to Ogden are kept separate. Proportions of same for Nebraska are obtained as follows:

Passenger—On basis of revenue passenger train mileage in Nebraska.

Freight— " " freight " "

Express— " " passenger " "

Miscellaneous—On basis of total revenue " "

Mail earnings are actual, in Nebraska.

OPERATING EXPENSES.

Conducting Transportation—About 67 per cent of amount shown for Nebraska, representing percentage of expenses kept separate between Omaha and Cheyenne, is apportioned on basis of revenue train mileage, Omaha to Cheyenne, in Nebraska. The balance, on basis of revenue train mileage, Omaha to Ogden, in Nebraska.

Motive Power, Maintenance of Cars, and Maintenance of Way—These expenses are kept separate between Omaha and Cheyenne. The proportions of same for Nebraska are obtained on mileage basis, as follows:

Motive Power—Engine mileage, Omaha to Cheyenne, in Nebraska.

Maintenance of Cars—Car mileage, Omaha to Cheyenne, in Nebraska.

Maintenance of Way—Revenue train mileage, Omaha to Cheyenne, in Nebraska.

General Expenses—Are kept separate between Omaha and Ogden. Nebraska proportion, on basis of revenue train mileage, Omaha to Ogden, in Nebraska.

Taxes shown for Nebraska are those actually paid in that state during year ending Dec. 31, 1887.

Items.	Chargeable to Pass traffic.	Chargeable to Frg't traffic.	Total.
Maintenance of equipment:			
Locomotive repairs	\$204867 14	\$685859 58	\$890726 72
Repairs passenger cars....	360461 70	.....	360461 70
Repairs freight cars .....	.....	685285 79	685285 79
Shop machinery, tools, etc	23515 26	47743 09	71258 35
Other expenses	93222 03	189268 96	282490 99
Total	682066 13	1608157 42	2290223 55
Conducting transportation:			
Wages—Locomotives	275223 03	921398 86	1196621 89
Other train men.....	218044 84	442697 10	660741 94
Station agents—clerks and helpers, and op- erators	244088 19	495572 98	739661 17
Switchmen, flagmen, and watchmen	91566 26	185907 25	277473 51
Fuel for locomotives	271330 76	1020720 50	1292051 26
Water supply.....	20667 46	77749 05	98416 51
All other supplies for lo- comotives.....	13951 06	46705 75	60656 81
Train supplies.....	52399 99	106387 86	158787 85
Station supplies.....	17819 13	36178 22	53997 35
Car mileage—balances...	135807 00	192550 61	56743 61
Telegraph expenses—gen- eral.....	9084 00	18443 28	27527 28
Loss and damage.....	28559 48	105699 16	134258 64
Injuries to persons.....	26043 76	52876 72	78920 48
Total	1132970 96	3702887 34	4835858 30
General expenses:			
Salaries and expenses of officers, salaries and expenses of clerks...	\$175431 51	356179 12	531610 63

Items.	Chargeable to Pass. traffic	Chargeable to Frg't traffic	Total
Office expenses and sup- plies	\$ 5557 92	\$ 11284 26	\$ 16842 18
Agencies, including sal- aries and rent.....	52956 39	107517 52	160473 91
Commissions paid.....	236029 94	.....	236029 94
Expenses traffic associa- tions.....	6040 67	12264 39	18305 06
Rent of track.....	26 14	53 06	79 20
Advertising	37274 96	75679 45	112954 41
Insurance	25709 09	52197 25	77906 34
Legal expenses.....	21364 98	43377 87	64742 35
Stationery and printing...	29061 15	59002 95	88064 10
Other general expenses...	1937 05	8932 80	5869 85
Eastern expenses.....	55105 85	111881 56	166987 41
Total	646495 65	833369 73	1479865 38

Recapitulation of expenses:

Maintenance of way and structure	564998 79	1147118 76	1712117 55
Maintenance of equip- ment.....	682066 13	1608157 42	2290223 55
Conducting transporta- tion	1132970 96	3702887 34	4835858 30
General expenses	646495 65	833369 73	1479865 38
Grand Total.....	8026581 53	7291588 25	10818064 78

Percentage of operating expenses to earnings, 51.57.

ANALYSIS OF OPERATING EXPENSES FOR NE- BRASKA.

Percentage of operating expenses to earnings—

Excluding taxes, 56.83 per cent.

RECAPITULATION OF OPERATING EXPENSES IN NEBRASKA.

Conducting transportation	\$1068663	47
Motive power.....	1171345	41
Maintenance of cars	401233	69
Maintenance of way	476215	64
General expenses, excluding taxes.....	138653	68
<hr/>		
Total operating expenses in Nebraska, excluding taxes	\$8251111	89

GENERAL BALANCE SHEET.

		DR.
Cost of road, cost of equipment	\$163841298	21
Bonds of other companies.....	23675004	60
Stock of other companies.....	18020381	62
Other permanent investments (specifying same)	9439146	48
Other assets—		
Materials and supplies	\$1738599	05
Sinking fund.....	1709268	28
Land department assets	20477783	01
		<hr/>
	23925650	34
	<hr/>	
	\$238401481	25
		CR.
Capital stock	60868500	00
Funded debt	80653655	00
Floating or unfunded debt.....	14130	15
Accrued interest on funded debt not yet payable	730903	24
U. S. currency bonds	83539512	00.
Interest on U. S. currency bonds....	\$41149037	10
Less repaid	24556174	59
	<hr/>	
	16592862	51

Profit and loss—

Surplus from operation—general	\$21432018 01	
Surplus used for sinking fund..	4496553 78	
Land and Trust income	24181350 23	
Less deficit U. S. requirements compared with interest on U. S. bonds Feb. 1, 1880, to date	4108003 67	
		46001918 35
		<u>\$238401481 25</u>

DETAILS OF IMPORTANT CHANGES DURING THE YEAR.

Below state all extensions put in operation, all leases taken or surrendered, all consolidations or reorganizations effected, all new mortgages or stock issued, and all other important physical or financial changes, giving details in each instance.

Equipment Trust Indenture, dated October 1, 1887. American Loan and Trust Co., Boston, trustee, securing Equipment Trust bonds, Series A, to the amount of \$716,000.

Bonds are payable in from 1 to 10 years.

Bonds bear 5 per cent interest, payable April and October.

The new bridge over the Missouri river, between Council Bluffs and Omaha, completed at a cost of \$840,000. It has a double track and roadway for carriages, wagons and horse-cars, and a foot-way for passengers.

The funded debt has been reduced as follows:

Land grant bonds.....	\$ 117000
Sinking fund "	181000
Omaha bridge "	117000
Collateral Trust 6 per cent bonds.....	113000

Denver extension bonds.....	\$ 104000
Consolidated “	1200000
Trust 5 per cent “	131000

And increased as follows:

Omaha Bridge Renewal bonds.....	117000
Equipment Trust bonds, Series A.....	716000

Minor changes not included.

CONTRACTS, AGREEMENTS, ETC.

EXPRESS.

Express business handled by the Pacific Express Co. under contract May 1, 1886. U. P. gets 50 per cent of gross receipts.

MAILS.

Rates fixed by postmaster general. Monthly compensation, approximately, \$52,000.

SLEEPING, PARLOR, OR DINING CAR COMPANIES.

Pullman Palace Sleeping and Parlor cars are run on the lines of the company. The railroad company owns a three-quarters interest in the equipment, under contract of May 1, 1884.

FREIGHT OR TRANSPORTATION COMPANIES OR LINES.

California Fast Freight Line.

OTHER RAILROAD COMPANIES.

Oregon Short Line Ry. Co., dated January 12, 1882.

St. Joseph & Grand Island R. R. Co., dated July 1, 1885.

Kansas City & Omaha R. R. Co., dated Jan. 1, 1887.

TELEGRAPH.

Western Union Telegraph Company. Contract dated July 1, 1881.

EMPLOYEES AND SALARIES.

It was found impracticable to furnish the statement of "Employees and Salaries," either for the state of Nebraska or separately for the Union Pacific Railway Company and its operated lines. The statement below is a copy of that required by the United States Interstate Commerce Commission, and represents employees and salaries for the entire Union Pacific System, covering 4,764.87 miles of road.

Class.	Number.	Total yearly compensation.	Average daily compensation.
General officers	17	\$ 102387 36	.....
Sub-general officers.....	141	315727 40	.....
General office clerks.....	106	104519 92	\$2 74
Sub-general office clerks.....	440	368140 08	2 32
Station agents	402	324985 20	2 24
Other station men.....	760	524174 64	1 91
Engineers	746	1028733 72	3 83
Firemen.....	732	600769 80	2 28
Conductors	387	460462 68	3 30
Other trainmen.....	783	616371 72	2 18
Machinists	501	552135 84	3 06
Carpenters.....	457	452411 88	2 75
Other shopmen	3084	2357280 00	2 12
Section foremen.....	702	539225 88	2 13
Other trackmen.....	2261	1243067 64	1 52
Switchmen, flagmen, and watchmen.	444	366381 62	2 29
Telegraph operators and dispatchers	332	280551 96	2 35
All other employes and laborers.....	336	262710 31	2 17
Total.....	12631	\$10500087 65	\$2 31
Distribution of above—			
General administration.....	581	729436 68	.....
Maintenance of way and structure	3351	2052939 55	.....
Maintenance of equipment.....	3898	8413403 53	.....
Conducting transportation	4821	4804257 89	.....
Total.....	12651	\$10500037 65	.....

STATISTICS — PASSENGER, FREIGHT, AND TRAIN MILEAGE.**Passenger traffic—**

Number of passengers carried, 2,536,930.
Number of passengers carried one mile, 210,665,709.
Average distance traveled by each passenger, 83.04.
Average amount received from each passenger, \$1.89.
Average rate of fare per mile, all passengers, \$.0228.
Passenger earnings per mile of road, \$2,663.84.
Cost of transporting each passenger one mile, \$.01618.
Profit per passenger per mile, \$.00662.
Passenger earnings per train mile, \$1.61.

Freight traffic—

Number of tons of freight carried, 4,372,580.
Total freight mileage or tons carried one mile, 1,170,723,585.
Average ton haul for all freight, 267.74 miles.
Average rate per ton per mile, \$.0117.
Freight earnings per mile of road, \$7,511.53.
Freight earnings per train mile, \$2.23.
Cost of carrying one ton one mile, \$.0059.
Profit per ton per mile, \$.0058.

Passenger and freight—

Transportation earnings per mile of road, \$10,145.37.
Expense per mile of road, \$5,657.05.
Net earnings per mile of road, \$4,488.32.
Total earnings per mile of road including mails, express, etc.,
\$10,970.31.
Total earnings per train mile, \$2.19.

Train mileage—

Miles run by passenger trains during year, 2,981,089.
Miles run by freight trains during year, 6,135,235.
Miles run by mixed trains during year, 21,352.
Total mileage of loaded freight cars, 116,672,425.
Total mileage of empty freight cars, 33,849,603.

Total mileage of trains earning revenue, 9,137,676.
 Average number of cars in freight train, 24.
 Average number of cars in freight train, loaded, 19.
 Average number of cars in freight train, empty, 5.
 Average number of tons of freight in train, 190.32.

STATISTICS—PASSENGER, FREIGHT, AND TRAIN MILEAGE, IN NEBRASKA.

Passenger traffic—

Passenger earnings per mile of road, \$3,051.78.
 “ train mile, \$1.46.

Freight traffic—

Freight earnings per mile of road, \$8,470.89.
 “ train mile, \$1.91.

Passenger and freight—

Transportation earnings per mile of road, \$11,522.67.
 Operating expenses (excluding taxes) per mile of road, \$6,977.23.
 Net transportation earnings per mile of road, \$4,545.44.
 Total earnings per mile of road, including mails, express, etc.,
 \$12,386.76.
 Total earnings per train mile, \$1.90.

Train statistics—

Miles run by passenger trains during year, 974,776.
 “ freight and mixed trains during year, 2,070,470.
 Total mileage of trains earning revenue, 3,045,246.
 Mileage of loaded freight cars, 42,553,355.
 “ empty “ 10,370,930.
 Average number of cars in freight train, 26.
 “ “ “ loaded, 21.
 “ “ “ empty, 5.

FREIGHT TRAFFIC MOVEMENT—COMPANY'S MATERIAL EXCLUDED.

Principal Commodities.	East or north-bound tons.	West or south-bound tons.	Total tons.
Grain	307450	95590	403040
Flour, meal, bran, and mill-stuffs.....	26301	36597	62898
Dressed beef, poultry, pork, game, and fish.....	96331	34770	131101
Live stock	319879	64576	384455
Hay	54643	12438	67081
Fruit, vegetables, and seeds.....	84141	16633	100774
Coal	382848	690789	1073637
Salt	7303	19154	26457
Stone and brick.....	102647	53215	155862
Cement, sand, etc	19318	28660	47978
Iron and other ores.....	66849	4713	71562
Bar and sheet metal	82149	207	82356
Machinery and castings.....	1119	21313	22432
Agricultural implements	447	17330	17777
Wool.....	10844	193	11037
Lumber	33808	305730	339538
Wine and liquors.....	5605	27744	33349
Wagons, carriages, tools, etc.....	1232	18223	19455
Hides and leather.....	4988	561	5549
Household goods and furniture.....	5262	41071	46333
General merchandise.....	90538	303572	394105
Other important commodities carried by this company not mentioned above—			
Coke	190	22278	22468
Tea.....	10919	30	10949
Groceries, etc	41083	62253	103336
Rails and railroad material	5512	33080	38592
Matte and tailings.....	42659	285	42944
Drugs, paints, oils, glass, etc.....	3031	43220	46251
Hardware stock, iron, nails, etc.....	3931	98899	102830
Total	1811022	2053124	3864146

FREIGHT TRAFFIC MOVEMENT IN NEBRASKA— COMPANY'S MATERIAL EXCLUDED.

Principal commodities.	East or north- bound tons.	West or south- bound tons.	Total tons.
Grain	222502	42165	264667
Flour, meal, bran, and mill-stuffs.....	10725	17116	27841
Dressed beef, poultry, pork, game, and fish	91352	20419	111771
Live stock	221281	43428	264659
Hay	38290	7932	46222
Fruit, vegetables, and seeds.....	34724	9136	43860
Coal	211527	178847	390374
Salt	278	14869	15147
Stone and brick.....	35529	35462	70991
Cement, sand, etc.....	11856	19529	31385
Iron and other ores.....	27067	1816	28883
Bar and sheet metal	68803	134	68937
Machinery and castings.....	627	15820	16447
Agricultural implements	263	14318	14611
Wool.....	6997	.....	6997
Lumber	12460	189432	201892
Wine and liquors.....	4090	18211	22301
Wagons, carriages, tools, etc	598	14628	15221
Hides and leather.....	4044	489	4533
Household goods and furniture	2289	30173	32462
General merchandise.....	59723	246474	306197
Other important commodities carried by this company not mentioned above—			
Coke.....	52	21237	21289
Tea.....	9700	30	9730
Groceries, etc.....	25574	37015	62589
Rails and railroad material	3438	18409	21847
Matte and tailings.....	40404	276	40680
Drugs, paints, oils, glass, etc.....	2364	32874	35238
Hardware stock, iron, nails, etc....	2687	69694	72331
Total	1149139	1099963	2249102

DESCRIPTION OF EQUIPMENT.

LOCOMOTIVES.	No. added during year.	Total number at end of year.	Weight of locomotive and tender, with water and fuel.		Length of locomotive and tender.		Average capacity of tender.		
			Maxim. Average.		Max. Av.		Water—gals.	Fuel—tons	No. Loco. equipped with automatic train-brakes.
Passenger	79	84	69	57.10	54.13½	2329	7	79	
Freight.....	228	92	73	58.84	54.84	2460	7	228	
Switching.....	65	68	64	57.7	51.67½	2162	6	36	
*Leased.....	40	40	80	57.97½	56.11	2460	9	40	
Total.....	40	412	71	54.4	2889	7	388		

KIND OF CARS.	Number added during year.	Total number at end of year.	Heaviest empty car.		Max. carrying capacity.	Length of cars.	No. cars fitted with Westinghouse train-brake.	No. cars fitted with Miller coupler & platform.
			No. Wheels.	Weight.				
First-class passenger cars.....	14	109	12	71200	56	51.6	48	109
Second-class passenger cars.....	1	14	8	43000	24	40.4	38	14
“ emigrant cars.....	...	58	8	51300	46	48.7	45	58
Sleeping cars (Pullman).....	1	58	12	84200	52	66.6	63	58
Baggage cars.....	†3	38	8	58400	...	51.4	50	38
Mail cars.....	...	12	12	66900	...	60.8	55	10
Express cars.....	†1	12	8	51200	...	48	45	12
Combined mail and express cars.	†1	15	8	59400	...	50	45	15
Other cars in passenger service...	1	11	12	74900	26	64	40	11
Box freight cars.....	†32	4768	8	10700	...	40000	34	4121
Platform cars.....	†54	485	8	19600	...	40000	32	28
Stock cars.....	†21	928	8	24800	...	40000	34	32
Coal cars.....	†24	1817	8	22900	...	40000	34	32
Cabooses.....	†10	177	8	39500	...	84	32	6
Derrick cars.....	...	12	12	116800	...	35	36	6
Other cars.....	†11	119	...	...	...	...	...	31
*Cars leased—								
Passenger coaches.....	14	14	8	47200	60	51.6	51.6	14
Coach and baggage.....	2	2	8	46000	28	50	50	2
Emigrant.....	24	24	8	54200	59	51.6	51.6	24
Baggage.....	6	6	8	63900	...	51.7	51.7	6
Baggage, mail, and express...	6	6	8	64600	...	51.7	51.7	6
Refrigerator (box).....	50	50	8	86750	...	40000	34	50
Furniture (box).....	100	100	8	29550	...	40000	38	100
Stock.....	200	200	8	25700	...	40000	34	200
Total.....	244	8525					6416	419

* Trust equipment.

† Net reduction during year.

DESCRIPTION OF ROAD.

MAIN LINE AND BRANCHES.

	Total miles owned.	Miles Leased.	Total miles operated.
Main line—single track—			
State of Nebraska, from Omaha to Nebraska-Wyoming state line.....	468.53	.....	468.53
State of Iowa.....	2.36	.....	2.36
State of Kansas.....	444.19	.....	444.19
State of Colorado.....	298.15	.....	298.15
State of Missouri ... ..	.51	.....	.51
Territory of Wyoming	499.55	.....	499.55
Territory of Utah.....	75.17	5.00	70.17
Total	1783.46	5.00	1778.46
Main line—double track—			
State of Nebraska, from Omaha to Albright.....	5.94	.....	5.94
State of Iowa.....	1.53	.....	1.53
Total.....	7.47	.....	7.47
Branches—single track—			
State of Nebraska, from Junction Switch to C., St. P., M. & O. Railway, Omaha	2.43	.....	2.43
State of Iowa.....	1.76	.....	1.76
State of Kansas.....	38.03	.....	38.03
Territory of Wyoming.....	3.12	.....	3.12
Total	45.34	.....	45.34
Branches—double track—			
State of Iowa .....	.81	.....	.81
Total.....	.81	.....	.81

	Total miles owned.	Miles Leased.	Total miles operated.
Total main line in Nebraska.....	463.53	.....	463.53
Total branches in Nebraska.....	2.43	.....	2.43
Total length of road.....	1828.80	5.00	1823.80

SIDINGS.

Sidings on main line—

State of Nebraska.....	137.43	.....	137.43
State of Iowa.....	26.22	.....	26.22
State of Colorado.....	54.02	.....	54.02
State of Kansas.....	87.93	.....	87.93
State of Missouri.....	5.68	.....	5.88
Territory of Wyoming.....	105.86	.....	105.86
Territory of Utah.....	13.12	.....	13.12
Total.....	430.26	.....	430.26

Sidings on branches—

State of Kansas.....	7.25	.....	7.25
Total.....	7.25	.....	7.25
Total sidings.....	437.51	.....	437.51
Total sidings in Nebraska.....	137.43	.....	137.43
Total length of track*.....	2274.59	5.00	2269.59
Total length of track in Ne- braska.....	609.38	.....	609.38

TRACK AND ROAD-BED.†

	Maximum weight per yard—pounds.	Minimum weight per yard—pounds.	Miles of each class of rail.
American iron	56	50	
State of Kansas.....	19.18	1.95	21.13
Territory of Wyoming	3.12	.....	3.12
Territory of Utah.....	3.66	.....	3.66
Total American iron	25.96	1.95	27.91

* Computed as single track.

† Computed as single track, but not including sidings.

	Maximum weight per yard—lbs.		Minimum weight per yard—lbs		Miles of each class of rails
American steel	60	67	52	56	
State of Nebraska	352.70	6.80	.....	112.40	471.90
State of	1.17	4.33	.96	.....	6.46
State of .....	.51	.....	.....	.....	.51
State of	344.76	7.20	109.18	.....	461.09
State of	290.81	.....	3.50	3.84	298.15
State of	131.01	7.00	.....	361.54	499.55
State of	2.60	.....	.....	68.91	71.51
<hr/>					
Total American steel.....	1123.56	25.38	113.59	546.69	1809.17
Total miles, iron rails.....					27.91
Total miles steel rails.....					1809.17
Total miles steel rails in Nebraska.....					471.90

Cross-ties in Nebraska—

Maximum number per mile, 2,992.

Minimum number per mile, 2,640.

Average number per mile, 2,906.

Kind, oak, cedar, and pine.

Average size, 8 ft., 7 in. and 6 in.

Average price, present year, 55 cents each.

Average number of years ties live. * Oak, 8 to 10; pine, 5 to 6;
cedar, 7 to 12.

Ballast—

State kind of ballast, giving number of miles of each kind in
the state.

Stone, .4 mile.

Gravel, 2.6 miles.

Earth, 466 miles.

Burnt clay, 2.9 miles.

Grades in Nebraska—

State maximum grade in feet per mile. 66 feet.

State length of same, and where located. 1.11 miles. At
Omaha.

State length and gradient of longest grade. 1.89 miles. 5.28 feet.

State total ascent in each direction.

Westward, 4,560 feet.

Eastward, 691 feet.

State total mileage of level track. 95.65 miles.

Alignment in Nebraska—

State maximum curvature, where located. 4° Douglas county, three places.

State number of miles straight track. 426.49 miles, main line.

State number of miles curved track. 37.04 miles, main line.

Bridges in Nebraska—

State number.

Iron, 6.

Wooden, 461.

Gauge of track in Nebraska. 4 feet 8½ inches.

Telegraph in Nebraska—

Owned by this company, 140 miles of line (poles).

Owned by this company, 1,243 miles of wire.

Operated by this company, 1,243 miles of wire.

Owned by this company jointly with Western Union Telegraph Co., 334 miles of line (poles).

Operated by Western Union Telegraph Co., 2,358 miles of wire.

Operated by this company jointly with Western Union Telegraph Co., 474 miles of line (poles).

Average number of poles per mile, 30.

LANDS—CONGRESSIONAL GRANT.

State the number of acres of land your company has already received from the congressional grants. 18,304,187.79.

State the average price at which these lands have been sold or contracted by the company.

Union Pacific, \$2.54.

Kansas Pacific, \$3.76.

Denver Pacific, \$4.24.

State the number of acres sold. 11,870,576.70.

Amount unsold. 6,483,611.09.

State the amount received from sales. \$8,110,305.02.

State the amount unpaid on outstanding contracts. \$13,093,319.12.

State the gross amount received from sales, contracts, forfeited contracts, etc., up to June 30, 1888. \$27,627,062.11.

State the amount expended in sale and management of lands. } \$6,194,652.42

State the amount of taxes paid on land.

State the amount realized from the sale of land above the expenses incurred in the management and taxes. \$21,432,409.69.

CROSSINGS IN NEBRASKA.

What railroad crosses your road at grade, and at what locality?

Burlington & Missouri River R. R. at Omaha.

Missouri Pacific R. R. at Portal.

Fremont Stock Yards & Land Co. at Fremont.

Fremont Elkhorn & Missouri Valley R. R. at Mile Post 51.6.

Burlington & Missouri River R. R. at Columbus.

Burlington & Missouri River R. R. at Central City.

Burlington & Missouri River R. R. at Grand Island.

What railroads cross your road, either over or under, and at what locality? Burlington & Missouri River R. at Omaha, Summit, and Portal.

Number of highway crossings at grade	365
Number of highway crossings at which there are flagmen.	12
Number of highway crossings over railroad	2
Number of highway crossings under railroad	4
Number of highway bridges 18 feet above track	2

FENCING IN NEBRASKA.

How many miles of your road in Nebraska are fenced? 254.9 miles.

What is the average cost per rod? 85 cents.

How many miles of new fencing have been built during the year? 7.9 miles.

Give the number of miles needed on both sides of your track in Nebraska.....	668
Total miles	668

TABULAR STATEMENT OF ACCIDENTS.

CAUSE OF ACCIDENT	KILLED			INJURED		
	Passen- gers	Employees	Others	Passen- gers	Employees	Others
Derailments.....				1		
Collisions.....		3		2	2	
Caught in frogs, guard rails, or switches.....					1	
Coupling cars.....					6	
Falling from trains.....		3			3	
Getting on and off trains.	2				3	1
Highway crossings.....			2			1
Miscellaneous.....		1			7	
Stealing rides.....			4			6
While intoxicated						3
Trespassers on track.....			7			6
Total	2	7	13	2	23	17

SUMMARY OF ACCIDENTS FOR NEBRASKA.

Number of persons killed during the year, 22.

Number of persons injured during the year, 42.

Number of casualties purely accidental during the entire year, 21.

Number resulting from lack of caution, carelessness, or misconduct, 17.

Number of persons injured while intoxicated, 3.

Number of trespassers on track killed, 7.

Number of trespassers on track injured, 6.

Number of tramps or others stealing rides killed or injured, 10.

Suicides in Nebraska, 1.

REPORT
OF THE
OMAHA & REPUBLICAN VALLEY RAILWAY
COMPANY.

FOR THE YEAR ENDING JUNE 30, 1888.

GENERAL INFORMATION.

Name of common carrier making this report? Omaha & Republican Valley Railway Co.

Date of organization? February 3, 1887.

Under laws of what government, state, or territory organized? Under general railroad laws of Nebraska and Kansas.

With what other companies consolidated? Omaha & Republican Valley Railway Co. of Nebraska, Blue Valley Railway Co. (Kansas).

Date and authority for each consolidation? February 3, 1887, under general railroad laws of Nebraska.

Location of general office? Equitable Building, Boston, Mass.

Location of operating office? Union Pacific Building, Omaha, Neb.

Name of every transportation line the operations of which are included in the revenue account? Omaha & Republican Valley Railway Co., 469.64 miles.

NAMES OF DIRECTORS.

Charles F. Adams, No. 42 Equitable Building, Boston, Mass., term expires January 2, 1889.

Elisha Atkins, No. 42 Equitable Building, Boston Mass., term expires Jan. 2, 1889.

Frederick L. Ames, No. 42 Equitable Building, Boston, Mass., term expires Jan. 2, 1889.

F. Gordon Dexter, No. 42 Equitable Building, Boston, Mass., term expires Jan. 2, 1889.

M. D. Spalding, No. 42 Equitable Building, Boston, Mass., term expires Jan. 2, 1889.

Sidney Dillon, No. 40 Wall St., New York City, term expires Jan. 2, 1889.

S. Carr, Jr., No. 42 Equitable Building, Boston, Mass., term expires Jan. 2, 1889.

Date of annual meeting of stockholders for election of directors?

First Wednesday of January in each year.

Total number of stockholders at date of last election? Fifteen.

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President—Charles F. Adams, Boston.

Vice President—Elisha Atkins, “

Vice President—G. M. Lane, “

Secretary—Alex Millar, “

Treasurer—J. G. Harris, “

Chief Engineer—V. G. Bogue, Omaha, Neb.

Comptroller—Oliver W. Mink, Boston.

General Manager—*

* Road operated by the officers of the Union Pacific Railway Co. as part of the Union Pacific system.

CAPITAL STOCK.

	Number of shares	Par value of shares*	Total par value authorized	Total amt. issued and outstanding
Capital stock authorized :				
Common.....	23470½	100	2348200	2347050
Manner of payment for capital stock:				Total realized
Issued for cash:				
Common .....	.....	.....	.....	2347050
Issued for consolida- tion.....	†23470½	.....	.....	.....

Amount of capital per mile of road, \$5,000.

Amount of capital stock issued on the road in Neb., \$2,008,615.70.

*Not on market.

† Issue is limited to \$5,000 per mile.

FUNDED DEBT.

Class of bond or obligation	Time Date of issue	When due	Amount of authorized issue	Amt. actually issued and now out- standing*	Charac- ter and extent of lien or security	Rate	When payable	INTEREST	
								Accrued during year†	Paid during year
O. & R. V. R. R. Firsts.....	July 1, '79	July 1, 1909	\$2257000 00	\$2257000 00	First	7	Jan. & July	\$157990 00	\$86695 00
†O. & R. V. Ry. 1st Consol.	Feb. 15, '87	Mar. 1, 1927	4696400 00	23689000 00	Con. 1	5	Mar. & Sept.	106348 41	106348 41
‡O. & R. V. Exten. 1st.....	May 1, '87	May 1, 1927	9391200 00	509000 00	1st, 2d	5	May & Nov.	20500 00	20500 00
O., N. & B. H. Firsts.....	Jan. 1, '81	Jan. 1, 1911	977000 00	70000 00	1st.....	7	Jan. & July	4900 00	4900 00
Bonds or obligation on ac- count of portion of road in Nebraska—									
O. & R. V. Ry. 1st Consol....			4019200 00	2026544 55	Con. 1	5	Mar. & Sept.	91013 18	91013 18
O. & R. V. Exten. 1st.....			8037030 65	435604 11	1st, 2d	5	May & Nov.	17543 81	17543 81
O. & R. V., O., N. & B. H..			3234000 00	2327000 00	1st.....	7	Jan. & July	162890 00	91595 00

* Issued in payment of construction.

† Total interest accrued during year.

‡ Issued at rate of \$10,000 per mile—subject to prior mortgage and intended to retire bonds issued thereunder.

§ Issued at rate of \$20,000 per mile on extensions upon which they are a first mortgage. They are second mortgage upon all other roads.

FLOATING OR UNFUNDED DEBT.

For what incurred.	Auditor's vouchers and accounts due, including pay-rolls.	Interest over-due and dividends unpaid.	Total.
Interest on funded debt.....\$	.....	\$822843 32	\$822843 32
Miscellaneous.....	587023 69	.....	587023 69
Total.....	587023 69	822843 32	1409867 01

RECAPITULATION OF DEBT ACCOUNTS.

Accounts.	Amount.	Amount per mile of road.
Capital stock.....	\$2347050 00	\$ 4997 55
Funded debt.....	5204000 00	11080 83
Floating debt.....	1409867 01	3002 01
Total	8960917 01	19080 39

FLOATING OR UNFUNDED DEBT ON ACCOUNT OF THE ROAD IN NEBRASKA.

For what incurred.	Auditor's vouchers and accounts due, including pay-rolls.	Interest over-due and dividends unpaid.	Total.
Interest on funded debt..... \$	.....	\$704192 94	\$704192 94
Miscellaneous	502377 45	.....	502377 45
Total.....	502377 45	704192 94	1206570 39

RECAPITULATION OF DEBT ACCOUNTS.

Accounts.	Amount.	Amount per mile of road.
Capital stock.....	\$2008615 70	\$ 4997 55
Funded debt.....	4789148 66	11915 67
Floating debt.....	1206570 39	3002 01
Total.....	8004334 75	19915 23

**STATEMENT OF PERMANENT IMPROVEMENTS FOR
THE YEAR, NOT INCLUDED IN STATEMENT
OF OPERATING EXPENSES.**

ITEMS.	Charges for account of improve- ments, etc.	Credits property and mate- rial sold.	Differences or net additions to property, etc.
Construction—			
Real estate.....	\$ 3000 00	\$	\$ 3000 00
Right of way.....	8106 86	972 40	7134 46
Fences	9984 47	.....	9984 47
Buildings—			
Fuel and water stations.....	10088 93	255 00	9833 93
Passenger and freight station	1138 34	.....	1138 34
Engine house, car sheds, and turn tables	16221 88	.....	16221 88
Engineering expenses.....	8129 42	.....	8129 42
Station grounds.....	19625 00	.....	19625 00
Sidings and yard extensions, including all labor and ma- terial	2935 98	.....	2935 93
Other items.....	3450 00	.....	3450 00
Total construction.....	82680 88	1227 40	81453 43
Equipment—			
Freight cars.....	47 40	1558 00	*1510 60
Total equipment.....	47 40	1558 00	*1510 60
Grand total, construction and equipment.....	82728 23	2785 40	79942 88

* Credit.

**STATEMENT OF PERMANENT IMPROVEMENTS ON
ROAD IN NEBRASKA FOR THE YEAR, NOT
INCLUDED IN STATEMENT OF OPE-
RATING EXPENSES.**

ITEMS.	Charges for account of improve- ments, etc.	Credits property and mate- rial sold.	Differences or not additions to property, etc.
Construction—			
Real estate.....	\$ 3000 00	\$	\$ 3000 00
Right of way	6975 86	972 40	6003 46
Fences	9984 47	.....	9984 47
Buildings—			
Fuel and water stations.....	10088 93	255 00	9833 93
Passenger and freight station	1138 34	.....	1138 34
Engine house, car sheds, and turn tables.....	16221 88	.....	16221 88
Engineering expenses	8129 42	.....	8129 42
Station grounds.....	19625 00	.....	19625 00
Sidings and yard extensions, in cluding all labor and material	2935 93	.....	2935 93
Other items.....	2952 51	.....	2952 51
	<hr/>	<hr/>	<hr/>
Total construction.....	81052 84	1227 40	79824 94
Equipment—*			

* Impossible to arrive at proportion of equipment expenditures chargeable to road in Nebraska.

COST OF ROAD AND EQUIPMENT.

ITEMS.	Total cost to June 30, '87.	Net additions during year.	Total cost to June 30, '88.	Cost per mile.
Cost of road—				
Real estate.....		\$3000 00		
Right of way.....		7134 46		
Fences.....		9984 47		
Buildings.....		27194 15		
Engineering expenses....		8129 42		
All other items (includ- ing \$1,772,000 expended for road built under contract).....		1798010 93		
Total cost of road....		1853453 43		
Total cost of equip- ment.....		15510 70		
Grand total, cost road and equipment.....	\$6090009 22	\$1851942 83	\$7941952 05	\$16910 72

COST OF ROAD AND EQUIPMENT CHARGED TO THAT
PORTION OF THE ROAD IN NEBRASKA.

ITEMS.	Total cost to June 30, '87.	Net additions during year.	Total cost to June 30, '88.	Cost per mile.
Cost of road—				
Real estate.....		\$ 2567 41		
Right of way.....		6105 70		
Fences.....		8544 75		
Buildings.....		23272 86		
Engineering expenses		6957 19		
All other items.....		1538744 94		
Total cost of road.....		1586192 85		
Total cost of equipment		1292 77		
Grand total, cost road and equipment.....	\$5211854 25	\$1584900 08	\$6796754 33	\$16910 72

REVENUE OR INCOME ACCOUNT.

Income from earnings.....	\$1012717 73	
Operating expenses.....	923059 70	
Net earnings from operation.....	\$ 89658 03	\$ 89658 08
Income from other sources—		
Miscellaneous		423 40
Gross income less operating ex-		
penses.....		90081 43
Deductions from income—		
Interest on funded debt.....	287205 07	
Taxes.....	101668 86	
Other expenditures.....	15786 67	
Total deductions.....		414660 60
Net income from all sources.....		324579 17
Deficit for the year.....		324579 17
Deficit on June 30, 1887.....		710172 46
Deficit June 30, 1888.....		1084751 68

REVENUE OR INCOME ACCOUNT IN NEBRASKA.

Income from earnings.....	\$866136 21	
Operating expenses.....	810612 70	
Net earnings from operation.....	55523 51	55523 51
Income from other sources :		
Miscellaneous		362 35
Gross income less operating ex-		
penses.....		55885 86

Deductions from income :

Interest on funded debt.....	\$254349 29
Taxes.....	84678 07
Other expenditures.....	18520 30

Total deductions.....	\$852542 56
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Net income from all sources..	296656 80
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Deficit for year.....	296656 80
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Deficit on June 30, 1887.....	607768 43
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Deficit June 30, 1888.....	904425 28
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ANALYSIS OF EARNINGS.*

Items.	Total Receipts.	Deductions, Account of Repayments, etc.	Actual Earnings.
Passenger :			
Passenger revenue.....	\$258397 94	.....	.....
Less repayment tickets redeemed		\$ 10 35	.....
Excess fares refunded.....		7 77	.....
Other repayments.....		6 60	.....
		<hr/>	
Total deductions		24 72	.....
		<hr/>	
Total passenger revenue...			\$258372 22
Mail.....			31464 45
Express.....			9961 38
Extra baggage and storage			5918 10
			<hr/>
Total passenger earnings			305717 15

* As furnished Interstate Commerce Commission.

NEBRASKA BOARD OF TRANSPORTATION.

379

Items.	Total receipts.	Deductions account of repayments, etc.	Actual earnings
Freight:			
Freight revenue.....	\$7444914 26	.....	.....
Less repayments:			
Overcharge to shippers..	\$48072 94	.....
Other repayments.....	2970 58	.....
Total deductions	51043 52	.....
Total freight revenue	\$ 693870 74
			<u>\$693870 74</u>
Miscellaneous:			
From telegraph companies..	\$7550 83
From rentals of buildings, tracks, and terminals.....	8147 99
Switching charges, balances	919 13
From other sources.....	1511 89
Total other earnings...	<u>18129 84</u>
Total gross earnings from operation.....	\$1012717 73

ANALYSIS OF EARNINGS FOR NEBRASKA.

Passenger—

Passengers.....	\$ 225704 78
Mail.....	27452 69
Express	8507 01

Freight—

Freight.....	593258 85
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Miscellaneous—

From telegraph companies, rentals of buildings, tracks, and terminals, sales of property and materials, and other sources.....	11212 88
Total earnings in Nebraska.....	866136 21

ANALYSIS OF OPERATING EXPENSES.* †

	Chargeable to Pass. traffic	Chargeable to Frg't traffic	Total
Maintenance of way and structure—			
Repairs of roadway.....	\$74160 83	\$60677 05	\$134837 88
Renewals of rails—tons laid.....	8329 03	6814 66	15143 69
Renewals of ties—num- ber laid	26231 77	21462 35	47694 12
Repairs of bridges.....	29101 66	23810 45	52912 11
Repairs, fences, road crossings, signs, and culverts and cattle- guards.....	3502 59	2865 75	6368 34
Repairs of buildings...	4549 32	3722 17	8271 49
Total.....	145875 20	119352 43	265227 63

* As furnished U. S. Interstate Commerce Commission.

† Proportions of earnings and operating expenses in the state of Nebraska arrived at as follows:

EARNINGS.

Passenger—On basis of revenue passenger train mileage in Nebraska.

Freight " " freight " "

Mail—Actual for Nebraska.

Express—On same basis as passenger.

Miscellaneous—On basis of total revenue train mileage in Nebraska.

OPERATING EXPENSES.

Conducting Transportation—About 66 per cent of amount shown for Nebraska is actually located in that state. Balance apportioned on basis of revenue train mileage in Nebraska.

Motive Power—About 94 per cent of amount shown for Nebraska is actually located in that state. Balance apportioned on basis of engine mileage in Nebraska.

Maintenance of Cars—About 90 per cent of amount shown for Nebraska is actually located in that state. Balance on basis of car mileage in Nebraska.

Maintenance of Way—About 93 per cent of amount shown for Nebraska is actually located in that state. Balance on basis of revenue train mileage in Nebraska.

General Expenses—On basis of revenue train mileage in Nebraska.

	Chargeable to Pass. traffic	Chargeable to Frg't traffic	Total
Maintenance of equipment:			
Locomotive repairs.....	\$27825 32	\$41737 98	\$69563 30
Repairs, passenger cars	9708 94	.....	9708 94
Repairs, freight cars...	.....	25071 34	25071 34
Shop machinery, tools, etc	1803 42	1475 52	3278 94
Other expenses (includ- ing "rent of locomot- ives" \$11307.50)....	13004 15	10639 76	23643 91
Total.....	52341 88	78924 60	131266 43
Conducting transportation:			
Wages—locomotives.....	36960 81	55441 22	92402 03
Other train men.....	32177 96	26327 42	58505 38
Station agents—clerks helpers, and opera- tors.....	37590 61	30755 95	68346 56
Switchmen } Flagmen } Watchmen }	3388 05	2731 14	6069 19
Fuel for locomotives ...	45624 96	88566 12	134191 08
Water supply.....	7746 37	15037 08	22783 45
All other supplies for locomotives.....	1789 26	2683 89	4473 15
Train supplies.....	4435 96	3629 43	8065 39
Station supplies.....	4195 09	3432 34	7627 43
Car mileage—balances ...	28249 36	3023 15	31272 51
Telegraph—expenses— general	346 98	283 90	630 88
Loss and damage.....	5136 85	7190 85	12327 70
Injuries to persons.....	8208 57	6716 10	14924 67
Total.....	215800 83	245818 59	461619 42

	Chargeable to Pass. traffic	Chargeable to Frg't traffic	Total
General expenses:			
Salaries and expenses of officers. Salaries and expenses of clerks ...	\$19780 92	\$16184 393	\$5965 31
Office expenses and sup- plies	560 90	458 91	1019 81
Agencies, including sal- aries and rent.....	19 91	16 29	36 20
Advertising	1323 29	1082 69	2405 98
Insurance.....	1692 67	1384 91	3077 58
Legal expenses.....	4259 19	3484 79	7743 98
Stationery and printing	3877 67	3172 64	7050 31
Other general expenses	311 47	254 83	566 30
Eastern expenses.....	3894 41	3186 84	7080 75
Total.....	85720 43	29225 79	64946 22

RECAPITULATION OF EXPENSES.

Maintenance of way and structure	145875 20	119352 43.	265227 63
Maintenance of equipment..	52341 83	78924 60	131266 43
Conducting transportation...	215800 83	245818 59	461619 42
General expenses.....	35720 43	29225 79	64946 22
Grand total.....	\$449738 29	\$473321 41	\$923059 70

Percentage of operating expenses to earnings, 91.15.

ANALYSIS OF OPERATING EXPENSES FOR NEBRASKA.

Percentage of operating expenses, taxes excluded to earnings, 93.59.

Recapitulation of operating expenses in Nebraska:

Conducting transportation	\$224987 48
Motive power	304326 50
Maintenance of cars	38505 25
Maintenance of way	224564 57
General expenses, taxes excluded... ..	23278 90
<hr/>	
Total operating expenses in Nebraska, taxes excluded.....	\$810612 70

GENERAL BALANCE SHEET.

	DR.	
Cost of road.....		\$7941952 05
Profit and loss—		
Deficit from operation.....	\$1034751 63	
Less income used for Co. sinking funds.....	15786 67	1018964 96
		<hr/>
		\$8960917 01
	CR.	
Capital stock.....	\$2347050 00	
Funded debt.....	5204000 00	
Floating, or unfunded debt.....	1409867 01	
		<hr/>
		\$8960917 01

DETAILS OF IMPORTANT CHANGES DURING THE YEAR.

Below state all extensions put in operation, all leases taken or surrendered, all consolidations or reorganizations effected, all new mortgages or stock issued, and all other important physical or financial changes, giving details in each instance.

Bonds issued under existing mortgage as stated below.

The following funded obligations have been retired and canceled during the year:

Marysville & Blue Valley 1st mortgage bonds, \$128,000.

Omaha, Niobrara & Black Hills 1st mortgage bonds, \$907,000.

The following were issued during the year:

First Mortgage consolidated bonds—

In exchange for above O., N. & B. H., \$ 907,000.

In payment of construction, 1,461,000.

—————\$2,368,000.

First mortgage extension bonds—

In payment of construction, \$311,000.

In exchange for M. & B. V. bonds, 128,000.

Accrued interest on bonds, 70,000.

—————\$509,000.

CONTRACTS, AGREEMENTS, ETC.

EXPRESS COMPANIES.

Contract with Pacific Express Co., dated May 1, 1886. Compensation is an arbitrary allowance to the railway company of \$810 per month.

MAILS.

Postmaster general fixes rate. Compensation approximately \$2,500 per month.

**STATISTICS — PASSENGER, FREIGHT, AND TRAIN
MILEAGE IN NEBRASKA.****Passenger traffic—**

Passenger earnings per mile of road, \$561.57.

Passenger earnings per train mile, .64.

Freight traffic—

Freight earnings per mile of road, \$1,476.06.

Freight earnings per train mile, \$1.61.

Passenger and freight—

Transportation earnings per mile of road, \$2,037.63.

Operating expenses (excluding taxes) per mile of road, \$2,016.85.

Net transportation expenses per mile of road, \$20.78.

Total earnings per mile of road, including mails, express, etc.,
\$2,155.

Total earnings per train mile, \$1.20.

Train statistics—

Miles run by passenger trains during year, 354,592.

Miles run by freight and mixed trains during year, 369,233.

Total mileage of trains earning revenue, 723,825.

Mileage of loaded freight cars, 3,587,906.

Mileage of empty freight cars, 1,256,323.

Average number of cars in freight train, 18.

Average number of cars in freight train, loaded, 10.

Average number of cars in freight train, empty, 3.

**STATISTICS—PASSENGER, FREIGHT, AND TRAIN
MILEAGE.****Passenger traffic—**

Number of passengers carried, 347,672.

Number of passengers carried one mile, 9,858,257.

Average distance traveled by each passenger, 28.35 miles.

Average amount received from each passenger, .76

Average rate of fare per mile, all passengers, .02681.

Passenger earnings per mile of road, \$562.78.

Cost of transporting each passenger one mile, .04562.

Loss per passenger per mile, .01881.

Passenger earnings per train mile, .57

Freight traffic—

Number of tons of freight carried, 615,048.

Total freight mileage or tons carried one mile, 42,926,913.

Average ton haul for all freight, 69.79 miles.

Average rate per ton per mile, .01616.

Freight earnings per mile of road, \$1,477.52

Freight earnings per train mile, \$1.82.

Cost of carrying one ton one mile, .01103.

Profit per ton per mile, .00513.

Passenger and freight—

Transportation earnings per mile of road, \$2,040.30.

Expense per mile of road, \$1,965.55.

Net transportation earnings per mile of road, \$74.75.

Total earnings per mile of road, including mails, express, etc.,
\$2,156.46.

Total earnings per train mile, \$1.20.

Train mileage—

Miles run by passenger trains during year, 415,021.

Miles run by freight trains during year, 228,288.

Miles run by mixed trains during year, 203,866.

Total mileage of loaded freight cars, 4,518,241.

Total mileage of empty freight cars, 1,691,192.

Total mileage of trains earning revenue, 847,125.

Average number of cars in freight train, 14.

Average number of cars in freight train, loaded, 10.

Average number of cars in freight train, empty, 4.

Average number of tons of freight in train, 99.34.

FREIGHT TRAFFIC MOVEMENT—COMPANY'S MATERIAL EXCLUDED.

Principal Commodities.	East or North bound. Tons.	West or South bound. Tons.	Total tons.
Grain	147977	65235	213212
Flour, meal, bran, and mill stuffs	9869	4375	14244
Dressed beef, poultry, pork, game, fish...	2085.	1992	4077
Live stock	58678	16344	75022
Hay	3878	1885	5763
Fruit, vegetables, and seeds.....	3284	3449	6733
Coal	2808	64780	67588
Salt.....	202	3185	3387
Stone and brick.....	30794	13288	44082
Cement, sand, etc.....	729	10563	11292
Machinery and castings.....	317	1786	2103
Agricultural implements.....	325	2604	2929
Wool	28	.....	28
Lumber.....	8340	52021	60361
Wine and liquors	417	2450	2867
Wagons, carriages, tools, etc.....	277	993	1270
Hides and leather	501	213	714
Household goods and furniture	3438	5255	8693
General merchandise.....	10192	25897	36089
Other important commodities carried by this company not mentioned above—			
Coke.....	37	74	111
Tea.....	.....	152	152
Groceries, etc.....	1137	9175	10312
Rails and railroad material.....	780	537	1317
Drugs, paints, oils, glass, etc.....	1083	2642	3725
Hardware stock, iron, nails, etc.....	1172	4182	5354
Total.....	288348	293077	581425

FREIGHT TRAFFIC MOVEMENT IN NEBRASKA— COMPANY'S MATERIAL EXCLUDED.

Principal Commodities.	East or North bound. Tons.	West or South bound. Tons.	Total tons.
Grain	147821	37984	185805
Flour, meal, bran, and mill-stuffs.....	9485	3399	12884
Dressed beef, poultry, pork, game, fish...	2081	1972	4053
Live stock	57835	10949	68784
Hay	3872	1423	5295
Fruit, vegetables, and seeds.....	3146	3318	6464
Coal	1739	64546	66285
Salt.....	51	3160	3211
Stone and brick.....	30794	8405	39199
Cement, sand, etc.....	576	9860	10436
Machinery and castings.....	224	1775	1999
Agricultural implements.....	232	2580	2812
Wool.....	28	.....	28
Lumber.....	6003	51373	57376
Wine and liquors.....	391	2450	2841
Wagons, carriages, tools, etc	207	971	1178
Hides and leather.....	501	202	703
Household goods and furniture.....	3131	4738	7869
General merchandise.....	9241	23306	32547
Other important commodities carried by this company not mentioned above—			
Coke.....	21	74	95
Tea.....	.....	152	152
Groceries, etc.....	850	9011	9861
Rails and railroad material.....	780	537	1317
Drugs, paints, oils, glass, etc.....	1073	2642	3715
Hardware stock, iron, nails, etc.....	957	4145	5102
Totals	281039	248972	530011

DESCRIPTION OF EQUIPMENT.

LOCOMOTIVES.	Total number at end of year.	Weight of locomotive and tender, with fuel and water.		Length of locomotive and tender.		Average capacity of tender.		Locomotives with Automatic train-brakes.
		Maxim. Tons.	Average. Tons.	Max.	Av.	Water-gala.	Fuel—tons.	
Passenger.....	8	75	66	56.9½	54	2040	7	8
Freight.....	9	75	78	56.9½	56	2137	9	9
Switching.....	2	61	61	53.9	52.3½	1971	7	2
Total.....	19	...	68	.....	54.10	2079	8	19

KIND OF CARS.	Total number at end of year.	Heaviest empty car.		Max. carrying capacity.	Length of cars.		Cars fitted with Automatic train-brake.	Cars fitted with Miller coupler and platform.
		No. wheels.	Weight.		Maxim.	Average.		
First-class Passenger cars.....	2	8	38880	45	43.10	43.10	2	...
Second-class Passenger cars.....	1	8	48050	44	51.5	51.6	...	...
Combined mail and express cars.....	2	8	...	...	47.11	47.11	2	2
Box freight cars*.....	256	8	26600	...	40000	34	246	...
Platform cars.....	5	8	14500	...	32000	30	...	...
Stock cars*.....	9	8	21800	...	28000	30	9	...
Coal cars*.....	107	8	24250	...	40000	34	108	...
Cabooses.....	1	8	...	...	30	30	...	...
Total.....	383	...	...	...	...	...	362	2

DESCRIPTION OF ROAD.

MAIN LINE AND BRANCHES.

Main line—single track—	MILES.	
	Total owned	Total operated
State of Nebraska from Valley to Nebraska-Kansas state line.....	121.41	121.41
State of Nebraska from Valparaiso to Stromsburg.....	53.30	53.30
State of Nebraska Blue Springs spur.....	.68	.68
State of Nebraska from Grand Island to Ord	60.77	60.77

* Reduction during year 1.

	MILES	
	Total owned	Total operated
State of Nebraska Scotia spur.....	1.37	1.37
State of Nebraska from Boelus to Nantasket	9.53	9.53
State of Nebraska from Columbus to Norfolk	50.37	50.37
State of Nebraska from Oconee to Albion....	34.54	34.54
State of Nebraska from Genoa to Cedar Rapids.	30.55	30.55
State of Nebraska from St. Paul to Loup City	39.40	39.40
State of Kansas from Nebraska-Kansas state line to Manhattan.....	67.72	67.72
Total.....	469.64	469.64
Total main line in Nebraska.....	401.92	401.92
Total length of road	469.64	469.64

SIDINGS.

Sidings on main line—

State of Nebraska.....	36.27	36.27
State of Kansas.....	5.20	5.20
Total.....	41.47	41.47
Total sidings	41.47	41.47
Total sidings in Nebraska.....	36.27	36.27
Total length of track.....	511.11	511.11
Total length of track in Nebraska.....	438.19	438.19

TRACK AND ROAD-BED.

	Max. weight per yard. Pounds.	Min. weight per yard. Pounds.	Miles of each class of rail.
American iron—	56	50	
State of Nebraska	100.91	199.01	299.92
State of Kansas	18.80	25.62	44.42
Total American iron.....	119.71	224.63	344.34

	Max. weight per yard. Pounds.	Min. weight per yard. Pounds.	Miles of each class of rail.
American steel—	60	56	52
State of Nebraska	12.70	47.00	42.30
State of Kansas.....	.....	.....	23.30
	<hr/>	<hr/>	<hr/>
Total American steel.....	12.70	47.00	65.60
Total miles iron rails.....			125.30
Total miles iron rails in Nebraska.....			344.44
Total miles steel rails.....			299.92
Total miles steel rails in Nebraska.....			125.30
			102.00

Cross-ties in Nebraska—

Maximum number per mile, 2,912.

Minimum number per mile, 2,603.

Average number per mile, 2,814.

Kind, Oak, cedar, and pine.

Average size, 8 feet 7 inches and 6 inches.

Average price, present year, 55 cents each.

Average number of years ties live, oak 8 to 10, cedar 7 to 12, pine 5 to 6.

ALIGNMENT IN NEBRASKA.

	Miles of straight track	Miles of curved track	Maxim. curvature Rate	Location of maximum curvature
Valley to Neb.-Kan. state line	97.84	23.57	6°	{ At Lincoln, Beatrice, and Blue Springs
Valparaiso to Stromsburg.....	40.16	13.14	5°	West of Valparaiso
Columbus to Norfolk.....	41.24	9.13	6°	At Oconee
Oconee to Albion.....	31.41	3.13	6°	At "
Genoa to Cedar Rapids.....	27.28	3.27	6°	At Genoa
Grand Island to Ord.....	52.54	8.23	5°	At Grand Island
St. Paul to Loup City.....	35.73	3.67	4°	At St. Paul
Boelus to Nantasket.....	8.33	1.20	4°	West of Boelus

GRADES IN NEBRASKA.

	Maxi- mum ft. per mile	Length of max- grade miles	Length of long- est gr'd miles	Gradient of long- est gr'd ft. per mile	Miles of level track	Sum of ascent feet	Sum of descent feet	Location of maximum grades
Valley to Neb.-Kan. state line.....	79.2	.11	4.74	10.30	20.45	1195	1169	West of Mead
Valparaiso to Stromsburg	100	1.29	1.29	100	11.06	744	432	W of Valparaiso
Columbus to Norfolk.....	62	.45	4.48	.53	11.96	493	420	So. of Madison
Oconee to Albion.....	52.8	.13	1.14	5.28	9.56	307	47	East of Albion
Genoa to Cedar Rapids...	26.4	5.91	1.89	5.81	4.71	295	91	Scattering (12)
Grand Island to Ord.....	52.8	.45	2.01	26.4	18.28	459	276	So. of St. Paul
St. Paul to Loup City.....	15.84	7.88	2.87	4.68	8.03	299	29	Scattering (11)
Boelus to Nantasket.....	15.84	3.52	1.66	15.84	2.54	88	2	Scattering (5)

Ballast—

State kind of ballast, giving number of miles of each kind in this state:

Earth, 401.92.

Bridges in Nebraska—

State number:

Wooden, 501.

Gauge of track in Nebraska: 4 feet 8½ inches.

Telegraph in Nebraska—

Owned by this company, 237 miles of line (poles).

“ “ “ 237 miles of wire.

Operated by this company, 237 miles of wire.

Operated by this company jointly with Western Union Telegraph Co., 396 miles of line (poles).

Operated by Western Union Telegraph Co. exclusively, 224 miles of wire.

Operated by this company jointly with Western Union Telegraph Co., 288 miles of wire.

Owned by this company jointly with Western Union Telegraph Co., 159 miles of line (poles).

Owned by this company jointly with Western Union Telegraph Co., 120½ miles of wire.

Average number poles per mile, 80.

CROSSINGS IN NEBRASKA.

What railroad crosses your road at grade, and at what locality?

Fremont, Elkhorn & Mo. Valley R. R. at Wahoo.

Burlington & Missouri River R. R. at Wahoo.

“ “ “ “ at B. & M. stock yards.

“ “ “ “ as Lincoln (twice).

Missouri Pacific R. R. at Lincoln.

Burlington & Missouri River R. R. at Beatrice.

Chicago, Kansas & Nebraska R. R. at Beatrice.

Burlington & Missouri River R. R. at crossing between Barnes-
ton and Blue Springs Junction.

Fremont, Elkhorn & Missouri Valley R. R. at Brainard.

“ “ “ “ at David City.

Burlington & Missouri River R. R. at David City.

Fremont, Elkhorn & Mo. Valley R. R. at Humphreys.

Sioux City & Pacific R. R. at Norfolk.

Burlington & Missouri River R. R. at Grand Island.

“ “ “ at Ord.

“ “ “ at Nantasket.

What railroads cross your road, either over or under, and at what locality?

Burlington & Missouri River R. R. at St. Paul.

Number of highway crossings at grade, 596.

Number of highway crossings under railroad, 7.

FENCING IN NEBRASKA.

How many miles of your road in Nebraska are fenced?....	183.7
What is the average cost per rod .....	.85
How many miles of new fencing have you built during the year.....	41.4
Give the number of miles needed on both sides of your track in each county in Nebraska:	585.5
Total miles.....	585.5

TABULAR STATEMENT OF ACCIDENTS.

Causes of Accident.	KILLED.		INJURED.	
	Employees.	Passengers.	Employees.	Others.
Derailments		1	1	
Coupling cars.....	1		1	
Falling from trains.....	1			
Miscellaneous.....		1	5	
Trespassers on track.....				1
Total.....	2	2	7	1

SUMMARY OF ACCIDENTS FOR NEBRASKA.

Number of persons killed during the year.....	2
Number persons injured during the year..	10
Number of casualties purely accidental during the entire year.....	7
Number resulting from lack of caution, carelessness or misconduct.	4
Number of trespassers on track injured.....	1

REPORT
OF THE
CHICAGO, BURLINGTON & QUINCY RAILROAD
COMPANY,
GRANTEE AND ASSIGNEE OF THE BURLINGTON &
MISSOURI RIVER RAILROAD IN NEBRASKA.

FOR THE YEAR ENDING JUNE 30, 1888.

GENERAL INFORMATION.

Name of common carrier making this report? The Chicago, Burlington and Quincy Railroad Company, grantee and assignee of the Burlington & Missouri River Railroad in Nebraska.

Date of organization? Under laws of what government, state, or territory organized? With what other companies consolidated? **Date and authority for each consolidation?** The Chicago, Burlington & Quincy Railroad Company is made up of several lines consolidated, each with separate charters, as follows: The Chicago & Aurora Railroad Company was chartered June 22, 1852; charter amended July 26, 1853, February 28, 1854, and February 16, 1865. The Central Military Tract Railroad Company was chartered February 15, 1851; charter amended June 19, 1852, February 11, 1855, and February 14, 1855. The above named railroads were consolidated July 9, 1856, and formed the Chicago, Burlington & Quincy Railroad Company. The Northern Cross Railroad Company was chartered April 18, 1849; charter amended February 1, 1851, February 15, 1851, June 11, 1852, and February 10, 1857. The road was sold under foreclosure of its first mortgage, and bought by the Chicago, Bur-

lington and Quincy Railroad Company (records burned, so date cannot be given). The Peoria & Oquawka Railroad Company was chartered February 12, 1849; charter amended February 10, 1851, June 22, 1852, February 8, 1853, and February 21, 1861. Was sold under decree of the United States court (records burned, so date can not be given) to individuals, and purchased under an enabling act by the Chicago, Burlington & Quincy Railroad Company. The property and franchises of the Chicago, Burlington & Quincy Railroad Company were consolidated with those of the Burlington & Missouri River Railroad (Iowa), January 1, 1873, and with those of the Burlington & Missouri River Railroad Company in Nebraska, January 1, 1880; the consolidated road being known as the Chicago, Burlington & Quincy Railroad Company. The Republican Valley Railroad, connecting with the Burlington & Missouri River Railroad in Nebraska, was consolidated with the Chicago, Burlington & Quincy R. R. Co. March 1, 1882. The Chicago, Burlington & Quincy Railroad Co. operates, under lease, other lines as shown in the list of branches given.

Location of general office? Corner Adams and Franklin streets, Chicago, Ill.

Location of operating office? Corner Tenth and Farnam streets, Omaha, Neb.

Date when main line was opened for business? Old main line, Plattsmouth to Kearney junction, September 1, 1872, Hastings to Colorado line, March 15, 1882.

Name of every transportation line the operations of which are included in the revenue account?

Name.	Length in miles.	Title (lease or otherwise)	Date when acquired.
Burlington & Missouri R. R. in Neb.	191.61	owned	Jan. 1, 1880
Republican Valley R. R.....	552.14	owned	March 1, 1882
Omaha & Southwestern R. R.....	46.93	leased	July 19, 1871
Nebraska Ry.....	136.40	leased	August 1, 1876
Atchison & Nebraska R. R.....	107.78	leased	Jan. 1, 1880

Lincoln & Northwestern R. R.....	73.08	leased	Jan. 1, 1880
Nebraska & Colorado R. R.....	430.71	leased	Oct. 1, 1883
Chicago, Nebraska & Kansas R. R ...	5.28	leased	Jan. 1, 1885
Republican Valley, Kansas & South-			
western R. R.....	8.50	leased	May 1, 1886
Oxford & Kansas R. R.....	59.61	leased	March 1, 1887
Grand Island & Wyoming Central			
R. R.....	269.60	leased	Dec. 1, 1886
Omaha & North Platte R. R.....	80.78	leased	Dec. 1, 1886
Lincoln & Black Hills R. R.....	157.88	leased	May 2, 1887

NAMES OF DIRECTORS.

Jno. M. Forbes, Boston, Mass., third Wednesday in May, 1889.

Sidney Bartlett, " " "

Chas. J. Paine, " " "

George P. Gardner, " " "

Francis W. Hunnewell " " "

William Endicott, Jr., " " "

T. Jefferson Coolidge, Manchester, Mass., " "

John N. A. Griswold, New York, N. Y., " "

Peter Geddes, " " "

Wirt Dexter, Chicago, Ill., " "

Charles E. Perkins, Burlington, Ia., " "

Date of annual meeting of stockholders for election of directors?

Third Wednesday of May.

Total number of stockholders at date of last election? 11,688.

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President—C. E. Perkins, Burlington, Iowa.

Vice President—J. C. Peasley, Chicago, Ill.

Secretary—T. S. Howland, Boston, Mass.

Treasurer—J. C. Peasley, Chicago, Ill.

FOR LINES WEST OF THE MISSOURI RIVER.

Chief Engineer—I. S. P. Weeks, Lincoln, Neb.
 General Solicitor—T. M. Marquett, Lincoln, Neb.
 Auditor—C. D. Dorman, Omaha, Neb.
 Gen'l Manager—G. W. Holdrege, Omaha, Neb.
 General Superintendent—T. E. Calvert, Lincoln, Neb.
 Division Superintendent—D. E. Thompson, Lincoln, Neb.
 Asst. Superintendent—E. Bignell, Aurora, Neb.
 Division Superintendent—J. McConniff, Lincoln, Neb.
 Asst. Superintendent—C. B. Rodgers, Wymore, Neb.
 Division Superintendent—A. Campbell, McCook, Neb.
 Asst. Superintendent—J. R. Phelan, Holyoke, Col.
 Superintendent Telegraph—C. E. Yates, Lincoln, Neb.
 General Freight Agent—Thomas Miller, Omaha, Neb.
 General Passenger and Ticket Agent—J. Francis, Omaha, Neb.
 General Baggage Agent—T. Marsland, Lincoln, Neb.
 Land Commissioner—J. D. McFarland, Lincoln, Neb.

CAPITAL STOCK.

	Number of shares.	Par value of shares.	Total par value.	Total amount issued and outstanding.
Capital stock authorized:				
Common.....	763935+	\$100	\$76393505	\$76393505
Amount of capital per mile of road,			\$15,724.	

FUNDED DEBT.

Bonds or obligations on account of portion of road in Nebraska.	TIME		Amount- of authorized issue.	Amount actually is- sued.	Now outstanding.	Rate.	INTEREST		Paid during year.
	Date of issue	When due.					When payable.		
C. B. & Q. sinking fund extension Denver.....	Feb. 1, 1882	Feb. 1, 1922	\$ 3942000 00	\$ 3942000 00	\$ 3942000 00	4%	Feb. 1 & Aug. 1	\$157680 00	
B. & M. in Neb. consolidated sinking fund mortgage.....	July 1, 1878	July 1, 1918	140000 0 00	12858000 00	12858000 00	6 "	Jan. 1 & July 1	771480 00	
O. & S. W., trust mortg	June 1, 1871	June 1, 1896	.....	1034000 00	669000 00	8 "	June 1 & Dec. 1	53520 00	
Neb. Ry., trust mortgage	Oct. 1, 1877	Oct. 1, 1896	1836000 00	1836000 00	385000 00	7 "	Apr. 1 & Oct. 1	26950 00	
B. & M. in Neb., sinking fund mortgage.....	Jan. 1, 1880	Jan. 1, 1910	2487490 40	2487490 40	2487490 40	7 "	Jan. 1 & July 1	174124 33	
Rep. Val. R. R., sinking fund mortgage.....	July 1, 1879	July 1, 1919	.....	1078000 00	1078000 00	6 "	Jan. 1 & July 1	64680 00	
A. & N. R. R., trust mort.	Mch. 1, 1878	Mch. 1, 1908	1200000 00	836100 00	836100 00	7 "	Mch. 1 & Sept. 1	58527 00	
L. & N. W. R. R., mort.	Jan. 1, 1880	Jan. 1, 1910	600000 00	600000 00	600000 00	7 "	Jan. 1 & July 1	42000 00	
C., B. & Q. Neb. exten. sinking fund mortgage	May 2, 1887	May 2, 1927	.....	17209600 00	17209600 00	4 "	May 2 & Nov. 2	688384 00	
A. & N. R. R., mortgage	Dec. 1, 1887	Dec. 1, 1927	.....	450640 42	450640 42	6 "	June 1 & Dec. 1	27384 25	
Funded debt on acct. of lines in other states....	.....	.....	.....	.....	59397157 88	.....	.....	2834054 11	

RECAPITULATION OF DEBT ACCOUNTS.

Accounts.	Amount.	Amount per mile of road.
Capital stock, all states.....	\$76393505 00	\$15765 27
Funded debt, all states.....	99912988 70	20618 97
Total.....	\$176806493 70	

STATEMENT OF PERMANENT IMPROVEMENTS ON
ROAD IN NEBRASKA, FOR THE YEAR, NOT
INCLUDED IN STATEMENT OF
OPERATING EXPENSES.

	Differences or net additions to property, etc.
Construction—	
Land and right of way.....	\$ 56091 34
Fences.....	37044 61
Grading and masonry.....	134301 90
Bridges—iron and wood.....	31286 18
Rails and ties.....	169597 67
Buildings:	
Fuel and water stations, passenger and freight sta- tions, engine house, car sheds and turn tables, machine shops, car shops, etc.....	145999 38
Engineering expenses.....	22134 16
Telegraph line.....	93 39
All other items.....	292887 84
Total construction in Nebraska.....	889249 09
Total equipment *.....	642422 35
Grand total construction and equipment.....	\$1531671 44

* This applies to lines in Kansas, Colorado, Wyoming, and Missouri, as well as to lines in Nebraska.

COST OF ROAD AND EQUIPMENT CHARGED TO THAT PORTION OF THE ROAD IN NEBRASKA.

ITEMS.	Total cost to June 30, 1887.	Net additions during year.	Total cost to June 30, 1888.	Cost per mile.
Total cost of road.....	\$ 31957027 48	\$6246444 68	\$38203472 16	\$18017 95
Total cost of equip- ment*.....	4364700 58	643501 58	5008202 16	1828 42
Grand total, cost road and equipment.....	36321728 06	6889946 26	43211674 32	19846 37

REVENUE OR INCOME ACCOUNT—ALL STATES.

Income from earnings.....	\$24275937 66	
Operating expenses.....	16614284 42	
Net earnings from operations....		\$7661653 24
Income from other sources—		
Interest on bonds owned, and divi- dends on stock owned.....	699541 50	
Miscellaneous	58968 05	
B. & M. in Neb. land grant.....	567083 07	1325592 62
Gross income less operating ex- penses.....		8987245 86
Deductions from income—		
Interest on funded debt	4898783 69	
Taxes	1028480 39	
Rentals.....	240214 95	
Other expenditures, amounts trans- ferred to sinking fund for bonds	690426 25	
Total deductions.....		6857905 78
Net income from all sources.....		2129340 08
Dividends, 7 per cent common stock		5847824 00

* This applies to lands in Kansas, Colorado, Wyoming, and Missouri, as well as to lines in Nebraska.

ANALYSIS OF EARNINGS FOR NEBRASKA.

Passenger—

Passengers	\$2099005	21	
Mail	210656	72	
Express.....	179918	54	
			<hr/>
			\$2489580 47

Freight—

Freight.....	4288878	21	
Other items.....	24557	99	
			<hr/>
			4313486 20

Miscellaneous—

From telegraph companies.....	24797	62	
From rentals of buildings, tracks, and terminals.....	55683	71	
From sales of property and mate- rials	4867	19	
			<hr/>
			85348 52

Total.....			<hr/>
			6888365 19

ANALYSIS OF OPERATING EXPENSES FOR NEBRASKA.

Maintenance of way and structure:

Repairs of roadway including cattle guards and road crossings.....	\$669982	03	
Renewals of rails—tons laid (22363).....	371419	57	
Renewals of ties—number laid (265842).....	253106	11	
Repairs of bridges, culverts.....	206270	64	
Repairs of fences.....	30926	19	
Repairs of buildings.....	48108	35	
			<hr/>
Total.....	\$1579762	89	

Maintenance of equipment:

Locomotive repairs.....	\$223269 88
Repairs, passenger cars.....	89952 60
Repairs, freight cars.....	250087 69
<hr/>	
Total.....	\$563310 17

Conducting transportation :

Wages—Locomotives.....	\$ 467569 40
Other train men.....	289491 75
Station agents—clerks and helpers.....	279088 31
Switchmen.....	132653 01
Flagmen, watchmen.....	16218 68
Fuel for locomotives.....	553091 64
Water supply.....	69947 88
Oil and waste.....	29132 75
Train supplies.....	63374 70
Station supplies.....	63443 94
Cars, rent of (balance only).....	77067 14
Telegraph—maintenance and operating.....	115009 59
Other expenses	34841 31
<hr/>	
Total.....	\$2190930 10

General expenses:

Salaries of officers and clerks, office expenses and supplies.....	246257 21
Foreign agencies, including salaries and rent.....	43561 05
Expenses traffic associations.....	4694 56
Printing and advertising.....	32705 67
Insurance.....	13871 71
Damage to cattle and property.....	26407 05
Injuries to persons.....	31314 65
Legal expenses	34386 97
Other general expenses.....	113848 89
<hr/>	
Total.....	\$4895168 54

Recapitulation of expenses—

Maintenance of way and structure.....	\$1579762 89
Maintenance of equipment.....	563310 17
Conducting transportation.....	2190930 10
General expenses.....	561165 38
Grand total.....	\$4895168 54
Percentage of operating expenses to earnings.....	71 $\frac{1}{10}$ per cent

RENTALS.

Other rentals paid—

Paid to Kansas City, St. Joseph & Council Bluffs	
R. R. Co.....	\$ 38 64
Paid to Union Pacific Ry. Co.....	272 63
Total.....	\$311 27

DETAILS OF IMPORTANT CHANGES DURING THE YEAR.

NEW EXTENSIONS BUILT DURING YEAR ENDING JUNE 30, 1888.

Date of opening	From	To
August 7, 1887.....	Grant, Nebraska.....	Colorado State Line.
August 15, "	Central City, Neb.....	Greeley Center, Neb.
Sept. 4, 1887.....	Orleans, Neb.....	Beaver City, "
" 18, 1887.....	Beaver City, Neb..	Wilsonville, "
October 9, "	Wilsonville, "	Kansas State Line.
" 10, 1887.....	Palmer, "	Loup City, Neb.
" 24, "	Wahoo, "	Schuyler, "
" 31, "	Loup City, "	Arcadia, "
December 5, 1887.....	Greeley Center, Neb.....	Ord, "
" 15, "	Ord, Neb.....	Burwell, "
February 3, 1888.....	Whitman, Neb.....	Alliance, "
May 1, "	Greeley Center, Neb....	Ericson, "

CONTRACTS, AGREEMENTS, ETC.

EXPRESS COMPANIES.

The contract for express business is made with Wells Fargo & Co.'s Express.

MAILS.

No contract exists for the transportation of mails; the rates are fixed by the post-office department.

SLEEPING CAR COMPANIES.

The contract for sleeping cars is made with Pullman's Palace Car Co.

FREIGHT OR TRANSPORTATION COMPANIES OR LINES.

No contracts, no freight or transportation lines on road.

TELEGRAPH.

The contract for telegraph business is made with the Western Union Telegraph Company.

EMPLOYES AND SALARIES.

Class.	No.	Average per annum.
President, vice president, secretary, treasurer, chief engineer, general solicitor, assistant solicitor, comptroller, auditor, general manager, traffic manager, general freight agent, general passenger agent, general ticket agent, general baggage agent, general superintendent, division superintendent, road-master, assistants to executive officers.....	69	\$2523 77

Class.	No.	Average per month.
General offices in Nebraska—		
Clerks and stenographers.....	300	62 81
Station agents.....	215	56 00
Clerks, and helpers.....	270	50 00
Baggagemen—stations and train.....	17	51 50

Conductors—passenger and freight trains.....	136	\$ 82 85
Brakemen—passenger and freight trains, Neb.....	4	55 00
Engineers—passenger and freight trains, Neb.....	232	128 45
Firemen—passenger and freight trains, Neb.....	257	73 90
Train dispatchers and operators.....	167	50 00
Class.	No.	Average per day.
Mechanics—state various classes—		
Machinists, blacksmiths, and boiler makers.....	139	2 36
Carpenters and painters.....	166	2 20
Class.	No.	Average per month.
Laborers—state various classes—		
Section foremen.....	300	47 13
Class.	No.	Average per day.
Track laborers.....	1709	1 32
Laborers in shops, helpers, apprentices, car cleaners, etc	904	1 57
Total amount paid to officers and employes, charged to road in Nebraska.....		
		\$2775284 42

STATISTICS—PASSENGER, FREIGHT, AND TRAIN MILEAGE, IN NEBRASKA.

Passenger traffic—

Number of passengers carried, 1,487,237.

Average amount received from each passenger, \$1.40.

Passenger earnings per mile of road, \$1,174.16.

Passenger earnings per train mile, \$1.25.

Freight traffic—

Number of tons of freight carried, 2,292,795.

Total freight mileage or tons carried one mile, 265,367,545.

Freight earnings per mile of road, \$2,034.35.

Freight earnings per train mile, \$1.81.

Passenger and freight—

Transportation earnings per mile of road, passenger and freight,
\$3,203.51.

Expense per mile of road, \$2,308.69.

Net earnings per mile of road, \$940.08.

Total earnings per mile of road including mails, express, etc.,
\$3,248.77.

Total earnings per train mile, \$1.53.

Train mileage—

Miles run by passenger trains during year, 2,064,885.

Miles run by freight trains during year, 2,292,266.

Miles run by mixed trains during year, 93,283.

Total mileage of loaded freight cars, 37,522,971.

Total mileage of empty freight cars, 15,394,657.

Total mileage of trains earning revenue, 4,450,434.

Average number of cars in freight train, 22.18.

Average number of cars in freight train, loaded, 15.73

Average number of cars in freight train, empty, 6.45.

Average number of tons of freight in train, 111.46.

**FREIGHT TRAFFIC MOVEMENT IN NEBRASKA—
COMPANY'S MATERIAL EXCLUDED.**

Principal commodities.	East or north- bound tons.	West or south- bound tons.	Total tons.
Grain	494337	83229	577566
Flour	7878	16441	24319
Meal, bran, and mill-stuffs	3419	4178	7627
Dressed beef.....	1303	1167	2470
Poultry, pork, game and fish.....	22361	2441	24802
Live stock	187913	35567	223480
Hay	18808	7358	21166
Fruit, vegetables, and seeds.....	14215	2274	16489
Coal	117790	291997	409787
Salt .....	.....	16894	16894
Stone	15694	75212	90906

Principal Commodities.	East or north-bound tons.	West or south-bound tons.	Total tons.
Cement, brick, sand, etc.....	93650	41892	135542
Iron and other ores.....	15024	34960	49984
Machinery and castings.....	351	3454	3808
Agricultural implements	738	12078	12816
Wool.....	1841	.....	1841
Lumber	5136	299829	304965
Wine and liquors.....	2544	9969	12513
Ice.....	944	4158	5102
Wagons, carriages, tools, etc	87	3378	3465
Hides and leather.....	3638	47	3685
Household goods and furniture	4635	30030	34665
General merchandise.....	64628	244275	308903
Total	1071967	1220828	2292795

DESCRIPTION OF EQUIPMENT ON ROAD IN NEBRASKA.

LOCOMOTIVES.	No. added during year.	Total number at end of year.	Weight of loco- motive and ten- der, with water and fuel.		Length of loco- motive and tender.		Average ca- pacity of tender.		No. Loco. equipped with Westing- house automatic train-brakes.
			Maxim. Average.		Max. Av.		Water—gals. Fuel—tons.		
			lbs.	lbs.					
Passenger.....	1	84	142850	107890	56.10	53	2466	6	148
Freight.....	9	53							
Switching.....	...	17							

KIND OF CARS.	Number added during year.		Total number at end of year.	No. Wheels.	Heaviest empty car. Weight.	Max. carrying capacity.		Length of cars.		No. cars fitted with Westinghouse automatic train-brake.			
	No. persons	No. pounds				Maxim.	Average						
First-class passenger cars*,.....	5	65	8	63200	58	.....	54	51	...			
Baggage cars, mail cars, express cars, combined mail and express cars, other cars in passenger service.....	6	46	...	.....	...	.....	...	...	...
Box freight cars, including stock cars	...	3491	8	25000	...	40000	34	31	100				
Platform cars.....	81	1893	8	17000	...	40000	34	28	...				
Miscellaneous cars.....	...	102	...	.....	...	.....	...	...	...

* All passenger cars fitted with Westinghouse automatic train-brake and Miller coupler, buffer, and platform.

DESCRIPTION OF ROAD.

MAIN LINE AND BRANCHES.		OWNED.		Miles	Total miles
		Constructed	Total	Leased.	operated.
		during year.	miles.		
Main line—single track—					
State of Nebraska, from					
Plattsmouth to Colo-					
rado State Line.....	.....	303.85		60.67	364.52
Main line—double track—					
State of Nebraska, from					
Plattsmouth to Oreap-					
olis .....	.....	3.22		.....	3.22
Branches—double track—					
State of Nebraska, from					
Omaha to Gibson.....	.....	.....		1.44	1.44
Branches—single track—					
State of Nebraska, from					
Omaha to Oreadopolis...	.....	.....		16.84	16.84
State of Nebraska, from					
Crete to Beatrice.....	.....	.....		30.09	30.09
State of Nebraska, from					
Nemaha to York.....	.....	.....		136.40	136.40
State of Nebraska, from					
Lincoln to Columbus..	.....	.....		73.08	73.08
State of Nebraska, from					
Lincoln to Kansas					
State Line .....	.....	.....		107.48	107.48
State of Nebraska, from					
York to Hastings,					
Grand Island, and					
Central City.....	.....	87.57		.....	87.57
State of Nebraska, from Sa-					
lem to Wymore.....	.....	95.03		.....	95.03

	OWNED.		Miles Leased.	Total miles operated.
	Constructed during year.	Total miles.		
State of Nebraska, from Hastings to Oxford Junction .....	.....	108.00	.....	103.00
State of Nebraska, from Table Rock to Amboy .....	.....	130.23	.....	130.23
State of Nebraska, from Fairmont to Chester... \	.....	.....	45.19	45.19
State of Nebraska, from Dewitt to Superior and Holdrege .....	.....	.....	163.25	163.25
State of Nebraska, from from Holdrege to Col- orado State Line.....	40.40	.....	161.60	161.60
State of Nebraska, from Odell to Kansas State Line.....	.....	.....	5.28	5.28
State of Nebraska, from Republican to Kansas State Line.....	.....	.....	8.50	8.50
State of Nebraska, from Or- leans to Kansas State Line.....	59.61	.....	59.61	59.61
State of Nebraska, from Grand Island to Al- liance	70.70	.....	269.69	269.60
State of Nebraska, from Omaha to Schuyler....	31.10	.....	80.78	80.78
State of Nebraska, from Rulo to center of Mis- souri river.....	0.80	.....	0.30	0.80
State of Nebraska, from Central City to Arca- dia, Burwell, and Eric- son	132.28	.....	157.88	157.88

	OWNED.		Miles Leased.	Total miles operated.
	Constructed during year.	Total miles.		
State of Nebraska, from				
Kenesaw to Kearney..	24.07	.....	24.07
Total main line in Nebraska	308.85	60.67	364.52
Total branches in Nebraska	439.90	1315.88	1755.78
Total length of road, single track.....	748.75	1376.55	2120.30

SIDINGS.

Sidings on main line—

State of Nebraska.....	9.10	89.20	5.90	95.10
Total.....	9.10	89.20	5.90	95.10

Sidings on branches—

State of Nebraska.....	48.55	46.10	155.10	201.20
Total.....	48.55	46.10	155.10	201.20
Total sidings in Nebraska.	57.65	135.30	161.00	296.30

Total length of track in
Nebraska, including
double track and sid-
ings

391.99 879.05 1537.55 2421.26

TRACK AND ROAD-BED.

	Max. weight per yard. Pounds.	Min. weight per yard. Pounds.	Miles of each class of rail.
American iron.....	56	47	
State of Nebraska—			
Miles of 47 pound iron	...	...	46.60
Miles of 48 pound iron	...	...	324.52
Miles of 52 pound iron	...	...	85.00
Miles of 54 pound iron	...	...	62.00
Miles of 56 pound iron	...	...	19.50
Total American iron.	...	...	537.62

	Max. weight per yard. Pounds.	Min. weight per yard. Pounds.	Miles of each class of rail.
American steel	66	56	
State of Nebraska—			
Miles of 66 pound steel	...	..	143.30
Miles of 56 pound steel	...	...	1421.48
	—	—	—
Total American steel...	...	...	1565.28
Foreign steel	66	66	
State of Nebraska—			
Miles of 66 pound steel	...	...	17.40
	—	—	—
Total foreign steel.....	...	...	17.40
	—	—	—
Total miles, iron rails in Nebraska, main track .....	...	...	537.62
Total miles steel rails in Nebraska, main track .....	...	...	1582.68

Cross-ties in Nebraska—

Maximum number per mile, 3,300.

Minimum number per mile, 2,500.

Average number per mile, 2,934.

Kind, oak and cedar.

Average size, 6 in. x 8 ft. 6 in.

Average price, present year, delivered on line of road, 61 $\frac{99}{100}$ cents each.

Average number of years ties live, 8 years.

Ballast—

State kind of ballast, giving number of miles of each kind in the state:

Stone, 70.32 miles.

Gravel, 169.49 miles.

Cinders, 15 miles.

Earth, 1865.49 miles.

Grades in Nebraska—

State maximum grade in feet per mile. 88 feet.

State length of same, and where located. 2,800 feet, near Turlington, Otoe county.

State length and gradient of longest grade. Length 10 miles.

Gradient per mile 26 feet.

State total ascent in each direction.

Westward, 2,290 feet.

Eastward, 260 feet.

State total mileage of level track. 385.93 miles.

Alignment in Nebraska—

State maximum curvature, where located. 955 feet radius, near Plattsmouth, Cass county.

State number of miles straight track. 1734.20 miles.

State number of miles curved track. 386.10 miles

Bridges in Nebraska—

State number.

Iron, 7.

Wooden, 1982.

Gauge of track in Nebraska. 4 feet 8½ inches.

Telegraph in Nebraska—

Owned by this company, 2,100.11 miles of line (poles).

Owned by this company, 3,139.17 miles of wire.

Operated by this company, 136.50 miles of line (poles).

Operated by this company, 634.20 miles of wire.

Average number of poles per mile, 80.

LANDS—CONGRESSIONAL GRANT.

State the number of acres of land your company has already received from the congressional grants. 2,315,704.09.

State the number of acres of land your company has already received from this state. 50,000.

State the number of acres yet to inure to your company from congressional grants. 9,057.23.

State the average price at which these lands have been sold or contracted by the company. \$4.91.

State the number of acres sold. 2,289,582.84.

Amount unsold. 76,121.25.

State the amount received from sales. \$10,051,998.38.

State the amount unpaid on outstanding contracts. \$1,188,622.23.

State the gross amount received from sales, contracts, forfeited contracts, etc., up to June 30, 1888. \$13,568,572.47.

State the amount expended in sale and management of lands. \$1,-637,946.35.

State the amount of taxes paid on lands. \$1,145,471.25.

State the amount realized from the sale of lands above the expenses incurred in the management and taxes. \$7,268,580.78.

CROSSINGS IN NEBRASKA.

What railroads cross your road at grade, and at what locality?

Union Pacific Ry. at Omaha, Wahoo, Lincoln (2), Schuyler, Central City, Grand Island, Kearney, Ravenna, Ord, Wymore, Beatrice, Columbus, David City, South Omaha, Portal, and St. Paul.

Missouri Pacific Ry. at Louisville, Lincoln (2), Dunbar, Nebraska City, Juniata, Hastings ($\frac{3}{4}$ miles south), Falls City, Verdon, Auburn, Superior, Lawrence, South Omaha, and Deerfield.

Fremont, Elkhorn & Missouri Valley R. R. at Lincoln, Exeter, Harvard, Hastings, Seward, York, Wahoo, Nimberg (2), Geneva, Shickley, Superior, David City, Seward, and South Omaha.

Kansas City & Omaha R. R. at Fairmont, Sutton, Ayr, Tobias, Wilcox, and York.

St. Joseph & Grand Island R. R. at Hastings, Endicott, Belvidere, and Edgar.

Chicago, Kansas & Nebraska R. R. at Beatrice (3), Hebron, Nelson, Reynolds, and Pawnee.

What railroads cross your road, either over or under, and at what locality?

Union Pacific R. R. at South Omaha, Portal, and St. Paul. Over.

Missouri Pacific R. R. at South Omaha and Deerfield. Over.

Kansas City & Omaha R. R. at York. Over.

Chicago, Kansas & Nebraska R. R. at Pawnee. Over.

Union Pacific R. R. at Omaha. Under.

Number of highway crossings at grade	2165
Number of highway crossings at which there are flagmen.	14
Number of highway crossings over railroad	21
Number of highway crossings under railroad	43
Number of highway bridges 18 feet above track	21

FENCING IN NEBRASKA.

How many miles of your road in Nebraska are fenced? 1857.88 miles.

How many miles of new fencing have been built during the year?

338.19 miles.

Give the number of miles needed on both sides of your track in each county in Nebraska.

COUNTIES	Miles needed.
Adams	83.05
Buffalo.....	37.98
Butler.....	24.74
Blaine	36.80
Box Butte.....	15.72
Cass	36.20
Clay	57.38
Custer.....	98.34
Douglas.....	6.16
Dawson	5.00
Fillmore.....	70.36
Franklin	35.57
Furnas.....	54.35
Frontier.....	30.20
Gage.....	38.12

COUNTIES.	Miles needed.
Gosper	36.60
Garfield	9.42
Greeley	82.56
Grant	61.78
Hall	36.74
Howard	70.58
Harlem	53.80
Hitchcock	3.25
Hamilton	88.56
Johnson	28.61
Jefferson	15.38
Kearney	91.55
Lancaster	106.17
Lincoln	65.60
Merrick	35.70
Nemaha	38.82
Nuckolls	56.54
Otoe	100.26
Phelps	87.61
Perkins	84.00
Pawnee	14.17
Richardson	11.91
Red Willow	22.20
Saunders	17.84
Saline	67.00
Sarpy	15.70
Seward	56.80
Sherman	55.68
Sheridan	76.98
Thayer	31.19
Thomas	49.26
Unorganized territory	60.36
Valley	45.68
Wheeler	6.72
Webster	84.49
York	33.84
Total	2427.32

TABULAR STATEMENT OF ACCIDENTS.

CAUSE OF ACCIDENT	KILLED			INJURED		
	Passen- gers	Employees	Others	Passen- gers	Employees	Others
Derailments					2	
Collisions	1	1		22	23	1
Caught in frogs, guard rails, or switches.....		1			1	
Coupling cars.....		5			143	
Falling from trains.....		3		1	30	
Getting on and off trains.	1	1	2	6	21	1
High way crossings.....						1
Miscellaneous.....	5	6		5	29	
Overhead obstructions....					1	
Stealing rides.....			3			3
While intoxicated	1		3			2
Trespassers on track.....			5			9
Total	8	17	13	34	250	17

SUMMARY OF ACCIDENTS FOR NEBRASKA.

Number of persons killed during the year, 38.
 Number of persons injured during the year, 301.
 Number of casualties purely accidental during the entire year, 295.
 Number resulting from lack of caution, carelessness, or misconduct, 44.
 Number of persons killed while intoxicated, 4.
 Number of persons injured while intoxicated, 2.
 Number of trespassers on track killed, 5.
 Number of trespassers on track injured, 9.
 Number of tramps or others stealing rides killed or injured, 6.

REPORT
OF THE
MISSOURI PACIFIC RAILWAY COMPANY,
FOR THE YEAR ENDING JUNE 30, 1888.

OFFICERS OF THE COMPANY, WITH LOCATION OF
OFFICES.

President—Jay Gould, New York, N. Y.

Assistant to President—George J. Gould, New York, N. Y.

1st Vice President and General Manager—S. H. H. Clark, St.
Louis, Mo.

2d Vice President—A. L. Hopkins, New York, N. Y.

3d Vice President—W. H. Newman, St. Louis, Mo.

Secretary and Treasurer—A. H. Calef, New York, N. Y.

Assistant Secretary—George C. Smith, St. Louis, Mo.

Local Treasurer—D. S. H. Smith, St. Louis, Mo.

General Superintendent—A. W. Dickinson, St. Louis, Mo.

Superintendent—W. B. Doddridge, Atchison, Kansas.

Division Superintendent—J. H. Edson, Atchison, Kansas.

Chief Engineer—James W. Way, St. Louis, Mo.

Superintendent of Telegraph—C. W. Hammond, St. Louis, Mo.

General Auditor—C. G. Warner, St. Louis, Mo.

General Passenger and Ticket Agent—H. C. Townsend, St. Louis,
Mo.

Freight Traffic Manager—O. G. Murray, St. Louis, Mo.

General Solicitor—Alex. G. Cochran, St. Louis, Mo.

DIRECTORS.

Jay Gould, New York.

R. S. Hayes, New York.

A. L. Hopkins, New York.

Russell Sage, New York.

E. K. Sibley, New York.

C. S. Greeley, St. Louis, Mo.

Sidney Dillon, New York.

T. T. Eckert, New York.

George J. Forrest, New York.

Samuel Sloan, New York.

H. G. Marquand, New York.

George J. Gould, New York.

S. H. H. Clark, St. Louis, Mo.

Date of annual meeting of stockholders, second Tuesday in March.

Fiscal year of company ends December 31st.

General offices of the company are located at St. Louis, Mo. (New York City, financial).

CAPITAL STOCK.

Amount authorized by articles of association, and vote of the company, \$45,000,000.

Amount of common stock issued, shares, 439,748½.

How was the same paid for? In what? Money, \$27,459,775.

For exchange of capital stock St. L., I. M. & S. Ry. \$16,515,075.

Amount of common stock paid in, \$43,974,850.

Total amount paid in, as per books of the company\$43974850 00

Amount of stock per mile of road owned, \$25,591.59.

Amount of stock representing the road in Nebraska,

$\frac{193}{1678}$ 4939741 45

DEBT.

Funded debt as follows :

First mortgage Pacific Railroad of Missouri, due Aug. 1, 1888, 6 per cent.....	\$ 7000000 00
Second mortgage Pacific Railroad of Missouri, due July 1, 1891, 7 per cent	2573000 00
Real estate security Pacific Railroad of Missouri, due May 1, 1892, 8 per cent.....	800000 00
First mortgage Pacific Railroad of Missouri, Cardt. Branch, due Oct. 1, 1893, 6 per cent.....	245000 00
Third mortgage Missouri Pacific Railway, due Nov. 1, 1906, 7 per cent	3828000 00
First mortgage Missouri Pacific Railway, Lexington Branch, due Aug. 1, 1920, 5 per cent.....	650000 00
First mortgage Leavenworth, Atchison & North Western Railway, due Oct. 1, 1889, 7 per cent	190000 00
Consolidated mortgage the Missouri Pacific Railway, due Nov. 1, 1920, 6 per cent.....	14714000 00
Trust five per cent, due January 1, 1917, 5 per cent...	14376000 00

INTEREST LIABILITY, JUNE 30, 1888.

	Due and uncalled for	Accrued not due
First mortgage Pacific Railroad of Missouri	\$10200 00	\$175000 00
Second mortgage Pacific Railroad of Missouri	1260 00	90055 00
Real estate security Pacific Railroad of Missouri	560 00	10666 66
First mortgage Pacific Railroad of Missouri, Cardt. Branch	1845 00	3675 00
Third mortgage Missouri Pacific Ry.....	3570 00	44660 00
First mortgage Missouri Pacific Railway Lexington Branch	162 50	13541 66
First mortgage Leavenworth, Atchison & North Western Railway.....	70 00	3325 00
Consolidated mortgage the Missouri Pacific Railway.....	17730 00	147140 00
Trust five per cents	1975 00	239600 00
	<u>\$37372 50</u>	<u>\$727663 32</u>

Total amount of funded debt.....\$44376000 00

VALUATION.

VALUE OF ROAD-BED.

The estimated value of the road-bed including iron and bridges: 2,670.13 miles at \$9,000 per mile, \$24,031,170.

The estimated value of road-bed including iron and bridges representing the road in Nebraska: 100.52 miles at \$6,500 per mile (Neb. Ex.), \$653,380; 16.54 miles at \$6,500 per mile (Omaha Belt), \$107,510; 33.86 miles at \$6,500 per mile (Lincoln Br.) \$220,090; 26.85 miles at \$6,500 per mile (Neb. City Br.), \$174,525; 16.12 miles at \$6,500 per mile (Neb. S. Western), \$104,780. Total, 193.89 miles, \$1,260,285.

VALUE OF ROLLING STOCK.

The estimated value of all rolling stock belonging to the road.....\$ 3346950 00

The estimated value of all rolling stock representing the road in Nebraska, 193.89 miles at \$700 per mile..... 135723 00

VALUE OF STATIONS, BUILDINGS, AND FIXTURES.

The estimated value of stations, buildings, and fixtures, 2670.13 miles at \$300 per mile..... 801039 00

The estimated value of stations, buildings, and fixtures representing the road in Nebraska, 193.89 miles at \$100 per mile 19389 00

VALUE OF OTHER PROPERTY.

The estimated value of all property owned by the company, 2670.13 miles at \$50 per mile..... 133506 50

The estimated value of all property owned by the company representing the road in Nebraska, 193.89 miles at \$30 per mile 7953 00

DESCRIPTION OF ROAD.

TRACK.

The length of single main track owned by this company	1078
The length of single main track representing the road in Nebraska.....	116
The length of double main track owned by the company	24

BRANCHES.

The number of branch lines owned by the company in this state, and the length of single track on each respective branch.....2	34 and 43
Lincoln Junction to Lincoln, 34 miles.	
Auburn to Weeping Water, 43 miles.	
The aggregate number of miles of side track belonging to the company	278.8
The number of miles of side track belonging to the company, in this state.	40.55

MILEAGE.

MILEAGE OF PASSENGER TRAINS.

The number of miles run by passenger trains during the year preceding this report.....	2606827
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MILEAGE OF FREIGHT TRAINS.

The number of miles run by freight trains during the year preceding this report.....	3635121
Average number of cars in passenger trains	4.8
Average weight of passenger trains exclusive of passengers (tons).....	281
Average number of cars in freight trains.....	22.4
Average weight of freight trains, exclusive of freight (tons).....	383.35
Total train mileage.....	6241948

CAR MILEAGE.

Number of miles run by loaded freight cars east and south, and west and north	57476168
Number of miles run by empty freight cars east and south, and west and north	24078118
Total freight car mileage	81549286
Percentage of empty freight cars hauled east and south, to all freight cars hauled east and south, and west and north, to all freight cars hauled west and north	29.52

SPEED OF TRAINS IN NEBRASKA.

Rate of speed of passenger trains, including stops (per hour).....	22
Rate of speed of freight trains, including stops (per hour)	12

MILEAGE, TRAFFIC, ETC.

FREIGHT.

Number of tons of competitive freight carried during the year previous to the 30th day of June, A.D. 1888.....	1386520
The number of tons of local freight carried during the same period.....	2412456
Total tons of freight carried.....	3798976
Total mileage of through and local freight (tons carried one mile)	626385245
Total freight mileage, or tons carried one mile..	626385245
Average rate per ton received for all freight.....	.0130
Average cost per ton per mile to move freight.....	.0076
Percentage of freight originating at, and carried to, stations in Nebraska to total freight carried in Nebraska. (This does not include supplies or material for the road).....	21.3

MONTHLY PASSENGER EARNINGS.

PASSENGER EARNINGS.

Passenger earnings for the month of July, 1887 :	
Received from all passengers.....\$	234045 28
Passenger earnings for the month of August, 1887 :	
Received from all passengers.....	216176 67
Passenger earnings for the month of September, 1887 :	
Received from all passengers	256730 36
Passenger earnings for the month of October, 1887 :	
Received from all passengers.....	251761 16
Passenger earnings for the month of November, '87 :	
Received from all passengers.....	195839 98
Passenger earnings for the month of December, 1887 :	
Received from all passengers.....	235474 32
Passenger earnings for the month of January, 1888 :	
Received from all passengers.....	161015 89
Passenger earnings for the month of February, 1888 :	
Received from all passengers.....	166489 91
Passenger earnings for the month of March, 1888 :	
Received from all passengers.....	198543 24
Passenger earnings for the month of April, 1888 :	
Received from all passengers.....	192173 17
Passenger earnings for the month of May, 1888 :	
Received from all passengers.....	175719 83
Passenger earnings for the month of June, 1888 :	
Received from all passengers.....	192854 66

PASSENGER TRAFFIC.

PASSENGER TRAFFIC.

Number of through passengers carried.....	161370
Number of local passengers carried.....	2069053
Number of special ticket passengers carried.....	174167
Total number of passengers carried.....	2404590

Total passenger mileage, or passengers carried one mile	103980887
Average distance traveled by each passenger	43.24
Average amount received from each passenger.....	102.98
Average rate of fare per mile for all passengers.....	\$.0238

RECAPITULATION.

Received from express.....	\$ 220380	97
Received from mails.....	318146	39
Total earnings received from passengers for the year...	2476324	47
Passenger earnings per passenger train mile run (2,606,827 miles), \$94.99.		

MONTHLY FREIGHT EARNINGS.

FREIGHT EARNINGS.

Freight earnings for the month of July, 1887.....	\$ 670845	21
Freight earnings for the month of August, 1887.....	666234	05
Freight earnings for the month of September, 1887...	685841	19
Freight earnings for the month of October, 1887	666089	79
Freight earnings for the month of November, 1887....	618321	48
Freight earnings for the month of December, 1887....	494410	52
Freight earnings for the month of January, 1888.....	391763	70
Freight earnings for the month of February, 1888.....	403529	94
Freight earnings for the month of March, 1888	454896	93
Freight earnings for the month of April, 1888.....	435630	31
Freight earnings for the month of May, 1888.....	501750	54
Freight earnings for the month of June, 1888.....	489420	99

RECAPITULATION OF EARNINGS.

RECAPITULATION OF EARNINGS.

Total earnings of freight department for the whole year	\$ 6478735	15
Freight earnings per train mile run (3,635,121 miles run), \$1.7523.		
Total transportation earnings.....	8955059	62
Earnings per train mile run, from all trains earning revenue, (6,241,948 miles), \$1.4347.		
Total earnings per mile of road operated (1,327 miles), \$7,848.29.		
Proportion of earnings for Nebraska, $5\frac{0}{10}\%$ per cent.		
Earnings from all other sources.....	1459623	49
Total earnings from all sources	10414683	11
Proportion of earnings for Nebraska, $5\frac{0}{10}\%$ per cent.		

EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

CONDUCTING TRANSPORTATION—PASSENGER DEPARTMENT.

Advertising	\$ 23152	10
Agents' (Pass.) salaries and expenses.....	22195	13
Agents—station.....	39290	03
Baggage-masters	23841	68
Brakemen and porters....	33897	40
Cars—cleaning, oiling, and inspecting.....	51137	28
Cars—fuel for.....	10921	43
Cars—hire of.....	5355	30
Cars—light for.....	3606	27
Cars—oil, tallow, waste, etc., for.....	8535	17
Clerks.....	33410	00
Commissions.....	42557	06
Conductors.....	49574	50

NEBRASKA BOARD OF TRANSPORTATION.

427

Damage to property.....	\$ 5166 10
Damage to stock.....	15899 85
Incidentals.....	15806 25
Injuries to individuals.....	14700 50
Loss and damage of baggage.....	1912 48
Mail expenses.....	9654 86
Printing and stationery.....	17884 48
Stations—expenses of.....	1491 40
Stations—fuel at.....	1445 54
Stations—labor at.....	13638 01
Stations—light at.....	2828 46
Stations—repairs of and rent.....	15049 59
Superintendence.....	12180 26
Telegraph—expenses of.....	42325 03
Union depots—expenses of.....	66161 43
Total.....	\$ 588617 54

FREIGHT DEPARTMENT.

Agents' (Fr't) salaries and expenses.....	\$ 23317 62
Agents—station.....	58340 99
Brakemen.....	218008 89
Cars—cleaning, oiling, and inspecting.....	41277 97
Cars—fuel for.....	230 80
Cars—hire of.....	22361 16
Cars—light for.....	2980 86
Cars—oil, tallow, waste, etc., for.....	16030 12
Clerks.....	255900 92
Conductors.....	122582 46
Damage to property.....	12291 80
Damage to stock.....	22197 16
Incidentals.....	102901 35
Injuries to individuals.....	38111 74
Loss and damage of goods.....	24008 46
Printing and stationery.....	18578 88
Stations—expense of.....	3832 26

Stations—fuel at.....	\$ 3562 10
Stations—labor at.....	123693 15
Stations—lights at.....	13938 91
Stations—repairs of and rent.....	38229 35
Superintendence.....	39465 40
Telegraph—expense of.....	127961 04
Yardmen and switch tenders.....	257418 19
Bridges and ferry tolls.....	64204 60
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Total.....	\$ 1646426 18
Total for conducting transportation.....	2230043 72

MOTIVE POWER.

Enginemen and firemen—passenger.....	\$ 149215 68
Enginemen and firemen—freight.....	398950 49
Engine houses and M. S.—fuel and light for.....	7306 94
Engine houses and M. S. & T. T.—repairs of.....	58568 80
Incidentals.....	40058 79
Locomotives, passenger—coal for.....	125269 23
Locomotives, freight—coal for.....	391300 70
Locomotives, passenger—oil, tallow, waste, etc.....	12408 55
Locomotives, freight—oil, tallow, waste, etc.....	32475 72
Locomotives, passenger—repairs of.....	124413 80
Locomotives, freight—repairs of.....	256867 37
Locomotives, passenger—wood for.....	3598 98
Locomotives, freight—wood for.....	11803 11
Locomotives—furniture and fixtures of.....	13838 91
Locomotives—hire of.....	18664 76
Locomotives—sand for.....	3476 57
Printing and stationery.....	1281 22
Stations, fuel—expenses of.....	1 55
Stations, fuel—repairs of.....	4251 55
Stations, water—expense pumping.....	50917 93
Stations, water—repairs of.....	34566 80
Superintendence.....	29037 70

Tools and machinery, expenses and repairs of.....	\$ 39678 59
Watchmen.....	2964 12
Wipers, hostlers, and dispatchers.....	118350 98
Total.....	\$ 1918318 84

MAINTENANCE OF WAY.

Ballast.....	\$ 51842 09
Bridges—repairs of.....	187225 77
Cross ties.....	212525 14
Fences and road crossings—repairs of.....	63368 19
Frogs and switch fixtures.....	42879 12
Incidentals.....	11739 26
Iron rails.....	149 15
New side tracks—grading.....	24111 58
Oil, fuel, supplies, etc.,.....	8325 08
Printing and stationery.....	1122 07
Section, tool, and watch houses.....	6126 83
Snow and ice—removing.....	10877 54
Spikes.....	22415 74
Splices, bolts, and chairs.....	43597 04
Steel rails.....	173397 04
Superintendence and supervisors.....	49299 94
Telegraph—repairs.....	23905 31
Tools and repairs of tools.....	29371 91
Track—labor repairing.....	490083 49
Watchmen of roadway and bridges.....	40071 23
Wharves, docks, and landings.....	616 02
Total.....	\$ 1493049 84

MAINTENANCE OF CARS.

Cars, passenger and baggage—repairs of.....	\$ 120249 32
Cars, freight—repairs of.....	368594 45
Cars, road service—repairs of.....	11613 53
Cars—furniture and fixtures of.....	42438 75
Cars, shops—fuel and light for.....	1459 70

Cars, shops and sheds—repairs of.....	\$ 2849 00
Incidentals.....	5510 83
Printing and stationery.....	1038 98
Superintendence.....	9630 38
Tools and machinery—expenses and repairs of.....	16034 60
Total.....	\$ 579419 51

GENERAL EXPENSES.

General offices—attendants at.....	\$ 2221 03
General offices—clerks in.....	36426 28
General offices—lights and fuel for.....	2342 20
General offices—rent of.....	5985 97
General offices—repairs of.....	1898 46
General offices—printing and stationery.....	13573 95
General offices—petty expenses of.....	1179 86
General offices—salaries of.....	27174 13
Insurance.....	32393 63
Incidentals.....	1225 83
Interest and exchange.....	814 74
Legal department—expenses of.....	58480 87
Expense—New York office.....	31617 81
Total.....	\$ 215334 76

RECAPITULATION.

Conducting transportation.....	\$ 2230043 72
Motive power.....	1918318 84
Maintenance of way.....	1493049 84
Maintenance of cars.....	579419 54
General expenses.....	215334 76
Total expenses.....	\$ 6436166 70

Taxes in Nebraska, \$40,077.75.

Taxes in other states, \$214,840.64.

Total taxes.....	\$ 254918 39
Total operating expenses and taxes.....	6691085 09

Operating expenses and taxes per mile of road operated (1,327 miles), \$5,042.26.	
Operating expenses and taxes per train mile run, for trains earning revenue (6,241,948 miles), \$1.0720	
Proportion of operating expenses and taxes for Nebraska.....	\$ 365747 78
Percentage of expenses to earnings, $61\frac{8}{10}$ per cent.	

GENERAL EXHIBIT FOR THE YEAR.

GENERAL EXHIBIT.

Total earnings.....	\$10414683 11
Total expenses, including taxes.....	6691085 09
Net earnings	3723598 02
Rentals, specifying amounts paid to each company.....	175935 93
Boooneville, St. Louis, & Southern railway, \$25-000.	
Hannibal and St. Joseph R. R., \$13,500.	
Osage division, Missouri Kansas & Texas railway, \$40,000.	
Central Branch Union Pacific railroad, Atchison to Central Branch Junction, \$7,382.04.	
Leroy and Caney Valley Air Line railroad, \$34-078.89.	
Virdigris Valley, Independence, and Western railway, \$55,975.00.	
Interest accruing during the year.....	\$ 2577960 00
Interest paid during the year.....	2572505 00
Deficit in operation, branch lines.....	455591 80
Interest and discount paid.....	99968 97
Dividends declared (per cent 5).....	2198731 88
Interest falling due during the year and not paid. All paid that was called for.	
Floating debt at close of the year.....	306571 34

Balance income account for the year, deficit.....	\$ 484155 37
Balance at commencement of the year, surplus.....	5813721 05
Balance income account at the close of the year, June 30, 1888, surplus.....	5329565 68

INCOME ACCOUNT FOR THE YEAR.

INCOME ACCOUNT.

Income from earnings.....	\$10414683 11
Income from stock owned of connecting or other roads.....	247190 00
Income from bonds owned of connecting or other roads.	48400 00
Income from other sources.....	1014845 19
Total income from all sources during the year..	\$11725118 30

GENERAL RECAPITULATION.

Total income.....	\$11725118 30
Total operating expenses and taxes....	6691085 09
Net income above operating expenses and taxes.....	5034033 21
Net income above operating expenses, taxes, interest, and rentals.....	\$2280137 28

SURPLUS.

SURPLUS.

Surplus at the commencement of the year, July 1, 1887.....	\$5813721 05
Surplus at the close of the year.....	5329565 68
Give the name of each road, and the number of shares owned in each of them, and the par value of the shares.	.

St. Louis, Salem & Little Rock Ry.....	\$ 508200 00
St. Louis, Iron Mountain & Southern Ry.....	22031830 00
Mexican, Oriental, International & Inter-oceanic Ry	75000 00
St. Louis & San Francisco Ry.....	2000000 00
St. Louis & San Francisco Ry.....	1000000 00
Missouri Pacific Ry. of Kansas.....	10000 00
Fort Scott, Wichita & Western Ry.....	7000000 00
Omaha Belt Ry.....	800000 00
Virdigris Valley, Independence, & Western Ry.....	559400 00
Leroy & Caney Valley Air Line R. R.....	300000 00
Wichita & Colorado Ry.....	300000 00
Nevada & Minden Ry.....	674500 00
Nevada & Minden Ry. of Kansas.....	449500 00
Kansas City & Southwestern Ry.....	345000 00
Grouse Creek Ry.....	375000 00
Topeka, Salina & Western Ry.....	1031600 00
St. Louis & Emporia R. R.....	567800 00
Interstate R. R.....	320700 00
Texas & Pacific Ry.....	6525000 00
Sedalia, Warsaw, & Southern R. R. Co.....	170000 00
Rooks county R. R. Co.....	440000 00
Kansas & Colorado Ry.....	1555000 00
Salina, Sterling & El Paso Ry.....	446500 00
Denver, Memphis & Atlantic Ry.....	5332500 00
St. Louis, Oak Hill & Carondelet Ry.....	400000 00
Council Grove, Osage City & Ottawa Ry.....	1131900 00
Missouri Pacific railway in Kansas.....	301000 00
Kansas, Nebraska & Dakota Ry.....	1608000 00
Kanapolis & Kansas Central Ry.....	265000 00

The amount invested in railroad bonds, the number of bonds, and the par value of each, the name of each road, and the amount invested in the bonds of each.

First mortgage bonds Pacific R. R. of Mo., Carondelet branch	15000 00
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First mortgage bonds Cape Girardeau Southwestern Ry	\$ 7500 00
First mortgage bonds Boonville, St. Louis & Southern Ry.....	15000 00
First mortgage bonds Council Grove, Smoky Valley & Western Ry.....	417000 00
First mortgage bonds Sedalia, Warsaw & Southern R. R. Co.....	226000 00
First mortgage bond Rooks county R. R.....	275000 00
First mortgage bonds St. Louis, Oak Hill & Carondelet Ry.....	400000 00
First mortgage bonds Council Grove, Osage City & Ottawa Ry.....	1110000 00
First mortgage bonds Missouri Pacific Ry in Kansas	300000 00
First mortgage bonds Kansas, Nebraska & Dakota Ry	2055000 00
First mortgage bonds Kanapolis & Kansas Central Ry	225000 00
First mortgage bonds Kansas City & Southwestern Ry	740000 00
First mortgage bonds Grouse Creek Ry.....	375000 00
First mortgage bonds Topeka, Salina & Western Ry	1273000 00
First mortgage bonds Pueblo & State Line R. R....	2270000 00
First mortgage bonds Wichita & Colorado Ry.....	705000 00
First mortgage bonds Fort Scott, Wichita & Western Ry.....	4666000 00
First mortgage bonds Denver, Memphis & Atlantic Ry	6561000 00
First mortgage bonds Kansas & Colorado Ry.....	2041000 00
First mortgage bonds Salina, Sterling & El Paso Ry	600000 00
First mortgage bonds Kansas & Southwestern Ry...	372000 00
Second mortgage bonds Fort Scott, Wichita & Western Ry.....	1000000 00
Land grant and sinking fund bonds New Orleans Pacific Ry.....	259000 00
General consolidated railway and land grant mortgage St. L., I. M. & S. Ry.....	1522000 00

Amount absorbed in construction and permanent im-	
provements	\$ 1047037 76
Amount in materials and balances from other roads....	3793106 79

IMPROVEMENTS.

EXPENDITURES FOR ROLLING STOCK.

The amount expended for locomotives.....	\$ 386030 00
The amount expended for freight cars.....	192138 50
The amount expended for other rolling stock.....	11134 00
The amount expended for mail cars	21500 00

GENERAL BALANCE SHEET AT THE CLOSING OF
ACCOUNTS, JUNE 30, 1888.

DEBIT.

Cost of road and equipment.....	\$46466735 35
Bonds of other companies owned.....	21334491 28
Stocks of other companies owned.....	24346848 72
Missouri Pacific elevator.....	410610 52
Purchase of interest in Pullman palace cars.....	478154 98
Lands owned.....	613811 21
Material and supplies	968555 15
Sundries.....	5338 18
	<hr/>
	\$ 94624595 34

CREDIT.

Capital stock ..	\$ 43974850 00
Funded debt.....	44376000 00
Floating debt.....	306571 34
Accrued interest on bonded debt (not yet payable), \$727,663.32.	
Less coupons due July 1st, taken up in the floating debt, \$90,055.00.	\$637608.32

Profit and loss :

Surplus from operation or other business investments

to date..... \$ 5329565 68

\$94624595 34

OTHER COMPANIES OPERATING ON YOUR ROAD, ETC.

EXPRESS COMPANIES.

What express companies run on your road? Give the name of each of them, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company? Pacific Express Co. Percentage of express company's gross earnings on this line of road. Freight received in cars at depot.

FREIGHT AND TRANSPORTATION COMPANIES.

What freight and transportation companies run on your roads? American Refrigerator Transit Company of Illinois.

FREIGHT COMPANIES.

State whether such freight and transportation companies use the cars of your road, or furnish cars of their own. Furnish their own cars.

State the name of each freight and transportation company that operates on your line of road, and the conditions upon which they conduct their business over the road. American Refrigerator Transit Company of Illinois receive a mileage compensation for the use of their cars on this company's line of road, and a commission on the revenue derived from shipments hauled in their cars.

State whether the freight or cars of such companies are given any preference in speed or order of transportation, and if so in what particulars. No.

COST OF ROAD AND EQUIPMENT.

CONSTRUCTION OF ROAD AND BRANCHES.

(NOT REPORTED SEPARATELY.)

Total cost of road and equipment.....	\$46466735	35
Average cost of road and equipment per mile (1073 miles).....	43305	44
Proportion of cost of road and equipment for Nebraska.....	4045826	61
Average cost of road and equipment per mile in Nebraska (193 miles).....	20962	83

PROPERTY ACCOUNTS.

EQUIPMENT.

Locomotives	40	\$386030	00
Passenger, mail, baggage, and express cars.....	5	21500	00
Freight and other cars.....	510	203272	50
Total for equipment.....		610802	50
Any other expenditures charged to property accounts...		1147494	99
<hr/>			
Total expenditures charged to property accounts...		\$1758297	49
<hr/>			
Net addition to property account for the year.....		\$1758297	49

DESCRIPTION OF ROAD.

Length main line of road from St. Louis, Mo., to Omaha, Neb.....	496
Length main line of road in Nebraska.....	116
Length main line of road in other states—	
Missouri.....	283
Kansas	97

Length of double track on main line.....	24
Branches owned by this company :	
Poplar St. Track, St. Louis.....	1
Laclede & Creve Cœur Lake branch.....	12
Carondelet branch.....	13
Glencoe branch	4
Lebanon branch	45
Lexington branch	88
Blackwater branch.....	3
Kansas and Arizona division.....	61
Ottawa branch.....	20
Lexington & Southern division.....	133
Nevada & Minden R. R.....	74
Lincoln branch	34
Nebraska City branch.....	43
Jeff. City, Boonville & Lex. branch	48
Total length of branches owned by this company	579
Total length of branches owned by this company in Nebraska.....	77
Total length of branches owned by this company in other states—	
Missouri.....	379
Kansas.....	123
Total length of road belonging to this company.....	1073
Total length of road belonging to this company in Nebraska.....	193
Aggregate length of sidings and other tracks not above enumerated	278.8
Same in Nebraska	40.55
Aggregate length of track, computed as single track, exclusive of sidings.....	1097
Same in Nebraska.....	193
Total length of steel rails in tracks in Nebraska, exclu- sive of sidings.....	193
Weight per yard, steel, 56 lbs.	
Gauge of track, standard	4.8½

ROAD AND BRANCHES BELONGING TO OTHER COMPANIES, OPERATED
BY THIS COMPANY UNDER LEASE OR CONTRACT.

Name, description, and length of each* :

Atchison to Central Branch Junction with Cent. branch U. P. R. R.....	2
Boonville branch, leased from Boonville, St. Louis & Southern Ry	44
St. Joseph extension, leased from Hannibal & St. Joseph Ry. (joint use).....	21
Osage division, leased from Missouri, Kansas & Texas Ry	54
V., V., I. & W. division, leased from V., V., I. & W. Ry. Co.....	81
L. & C. V. A. Line division, leased from L. & C. V. A. Line Ry. Co.....	52
Total length of above roads.....	254
Total length of above roads in other states (specifying each):	
Missouri	102
Kansas.....	152
If any part of the road was first opened for operation during the past year, state the date :	
Nebraska City Branch, 43 miles, August, 1887.	
Jeff. City, B. & L. Branch, 48 miles, April, 1888.	
V., V., I. & W. division, 6 miles, April, 1888.	
Total miles of road operated by this company †.....	1827
Total miles road operated by this company in Neb.....	193

STATIONS.

Number of stations on all roads owned by this company in Nebraska.....	46
Number of stations on all roads operated by this com- pany in Nebraska	46
Number of telegraph offices in stations in Nebraska....	35

* Not to include sidings or double track.

† Not to include sidings or double track, or roads operated whose earnings and expenses are not included in this Report.

EMPLOYEES.

Number of persons regularly employed on all roads : operated by this company.....	11617
Same in Nebraska.....	743
Amount paid employes, including officials, on all roads operated by this company.....	\$ 5215384 08
Same in Nebraska.....	816328 40

BRIDGES IN NEBRASKA.

Wooden truss bridges over 100 feet in length.....	1
Wooden trestle and pile.....	312

BOX CULVERTS IN NEBRASKA.

Timber.....	75
Tile.....	171
Stone	17

CATTLE-GUARDS.

Number in Nebraska	233
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RENEWAL OF BRIDGES AND CULVERTS IN NEBRASKA.

Amount of timber used in renewals of wooden bridges during the year, (feet B. M.):	
Piling	9221
Lumber.....	41140

BRIDGES BUILT WITHIN THE YEAR IN NEBRASKA

- Give the average number of years the trestle and pile
bridges last on your road in Nebraska. 6 years.
- Give the average number of years that wooden truss
bridges last on your road in Nebraska. 8 years.

ROAD-BED AND TRACK.

Number of track sections in Nebraska.....	29
Average length of sections, miles	5.5
Average number of men in each section gang.....	14
Number of new ties laid in track during the year in Nebraska	141621
Average number of new ties per mile of road.....	595
New rails laid in track during the year in Nebraska— steel $43\frac{528}{8280}$ miles.	
Total track laid with new rails during the year in Ne- braska, $43\frac{528}{8280}$ miles.	

CROSSINGS IN NEBRASKA.

What railroad crosses your road at grade, and at what locality? Burlington & Missouri River R. R. at Falls City. Burlington & Missouri River R. R. at Verdon. Burlington & Missouri River R. R. at Dunbar. Burlington & Missouri River R. R. at Nebraska City. Fremont, Elkhorn & Missouri Valley R. R. at Mascot. Burlington & Missouri River and U. P. R. R. at Lincoln. Union Pacific R. R. at Portal.

What railroads cross your road, either over or under, and at what locality? Burlington & Missouri River R. R. at Nebraska City (over). Burlington & Missouri River R. R. between Mascot and Portal (over).

Number of highway crossings at grade.....	194
Number of highway crossings at which there are flag- men.....	5.
Number of highway crossings over railroad	3
Number of highway crossings under railroad	5.
Number of highway bridges less than 18 feet above track.....	1

FENCING IN NEBRASKA.

How many miles of your road in Nebraska are fenced, both sides of track	262 ⁴⁵⁸ / ₈₀
What is the average cost per rod.....	.31 ³ / ₁₆
What is the total cost of same.....	\$ 26250 60
How many miles of new fencing have you built during the year.....	8 ¹⁴⁸ / ₁₁₁
Give the number of miles needed on both sides of your track in each county in Nebraska:	
In Nemaha county.....	23.5
In Otoe county.....	19
In Cass county.....	22
In Lancaster county	7
Total miles.....	71.5

ROLLING STOCK.

	Owned.	Total.
Number of locomotives.....	308	
Number of passenger cars.....	172	
Number of baggage, mail, and express cars.....	52	
Number of parlor and sleeping cars, $\frac{3}{4}$ int. owned ..		48
Number of box freight cars.....	5054	
Number of stock cars.....	1074	
Number of platform and coal cars.....	4398	
Number of other cars.....	560	11618
Total number of cars		11358
Maximum weight of locomotives and tenders (loaded ready for service), 94 tons.		
Average weight of locomotives and tenders (loaded ready for service), 72 tons.		
Number of locomotives equipped with train brake		88
Kind of brake. Westinghouse air brake.		
Maximum weight of passenger cars ($34\frac{1}{2}$ tons).		

Average weight of passenger cars (29 tons).	
Number of passenger cars equipped with train brake.....	275
Kind of brake. Westinghouse air brake.	
Number of passenger cars equipped with Miller platform and buffer.....	275
Number of freight cars equipped with train brake	6

TONNAGE OF ARTICLES TRANSPORTED.

	Tons.	Per Cent.
Grain, bulk	368320	09.7
Flour and sacked grain.....	120104	03.1
Live stock and their product.....	430500	11.3
Other agricultural products.....	109299	02.9
Lumber and forest products.....	653794	17.2
Coal	959039	25.3
Iron, steel, and castings	10820	00.3
Manufactures and merchandise.....	534952	14.1
Miscellaneous articles	612148	16.1
Total tons carried.....	3798976	100.0

TONNAGE OF ARTICLES TRANSPORTED WITHIN THE STATE OF NEBRASKA.

	Tons.	Per Cent.
Grain, bulk	3648	03.0
Flour and sacked grain	2340	02.0
Live stock and their product.....	35240	29.2
Other agricultural products.....	852	00.7
Lumber and forest products.....	5904	04.1
Coal	168	00.1
Manufactures and merchandise.....	10368	08.6
Miscellaneous articles.....	63048	52.3
Total tons carried.....	120668	100.0

ADDITIONAL QUESTIONS.

SLEEPING-CARS.

Do sleeping, parlor or dining-cars run on your road, and if so, on what terms do they run, by whom are they owned; and what charges are made in addition to regular passenger rates? Pullman cars. Furnished by the Pullman Palace Car Co., and for their use they receive three (8) cents per car mile run. Cannot answer as to charges.

What is the total amount paid by your company to palace or sleeping-car companies, to what companies, and the amount paid to each? Please state fully the arrangement by which these cars run on your road, the terms, and who receives the earnings. \$478,154.98, paid for three-fourths ($\frac{3}{4}$) interest to Pullman Palace Car Co. The Missouri Pacific Ry. Co. receives three-fourths ($\frac{3}{4}$) of the net earnings.

UNITED STATES MAIL IN NEBRASKA.

What is the compensation paid you by the U. S. government for the transportation of its mails on your road in Nebraska, and on what terms of service? \$97.47 per mile per annum, Falls City to Omaha. \$46.17 per mile per annum, Weeping Water to Lincoln. \$94.90 per mile per annum, Weeping Water to Nebraska City. \$88.92 per mile per annum, Nebraska City to Auburn.

What amount have you paid for receiving and delivering mail to and from stations on your road in Nebraska? Eight hundred and forty dollars (\$840).

TELEGRAPH.

What other company, if any, owns a line of telegraph on your right of way in Nebraska, and how many miles do each own? Western Union Telegraph Co. 193 miles.

TABULAR STATEMENT OF ACCIDENTS.

Causes of Accident.	KILLED.		INJURED.	
	Passengers.	Employees.	Passengers.	Employees.
Coupling cars		1		
Falling from trains.....				1
Getting on and off trains....	1	1		
Miscellaneous.....		1	1	3
Stealing rides.....			1	
Total.....	1	3	2	4

SUMMARY OF ACCIDENTS FOR NEBRASKA.

Number of persons killed during the year.....	4
Number persons injured during the year..	6
Number of casualties purely accidental during the entire year.....	3
Number resulting from lack of caution, carelessness or misconduct.	7

REPORT
OF THE
PACIFIC RAILWAY COMPANY IN NEBRASKA,
FOR THE YEAR ENDING JUNE 30, 1888.

OFFICERS OF THE COMPANY, WITH LOCATION OF
OFFICES.

President—Edwin Gould, New York, N. Y.

Vice President—Church Howe, Auburn, Neb.

Secretary—E. G. Merriam, St. Louis, Mo.

Treasurer—A. H. Calef, New York, N. Y.

Assistant Secretary and Assistant Treasurer—W. P. McCreary,
Hastings, Neb.

DIRECTORS.

Edwin Gould, New York, N. Y.

Church Howe, Auburn, Neb.

H. R. Howe, Auburn, Neb.

W. P. McCreary, Hastings, Neb.

B. P. Waggener, Atchison, Kan.

S. H. H. Clark, St. Louis, Mo.

E. G. Merriam, St. Louis, Mo.

Date of annual meeting of stockholders, first Monday in June.

Fiscal year of company ends December 31st.

General offices of the company are located at Superior, Neb., and
St. Louis, Mo.

CAPITAL STOCK.

Amount authorized by articles of association,
\$2,000,000.

Amount authorized by vote of the company,
\$2,000,000.

Amount of common stock issued, shares, 10,950.

How was the same paid for—in what? Money.
\$1,095,000.

Amount of common stock paid in, \$1,095,000.

Total amount paid in, as per books of the com-

pany\$ 1095000 00

Amount of stock per mile of road owned, \$15,000.

Amount of stock representing the road in Nebraska

(71) 1065000 00

DEBT.

Funded debt as follows:

First mortgage bonds due Sept. 20, 1907, rate of inter-

est 5 per cent.....\$ 1095000 00

Total amount of funded debt.....\$ 1095000 00

Amount of debt per mile of road, \$15,000.

Total amount of stock and debt..... 2190000 00

Amount of stock and debt per mile of road, \$30,000.

VALUATION.

VALUE OF ROAD-BED.

The estimated value of the road-bed, including iron
and bridges: 73 miles at \$4,000 per mile,
\$292,000.

The estimated value of the road-bed, including iron
and bridges, representing the road in Nebraska:

71.21 miles at \$4,000 per mile\$ 284840 00

VALUE OF ROLLING STOCK.

The estimated value of all rolling stock representing
the road in Nebraska: 71.21 miles at \$400 per
mile \$28484 00

VALUE OF STATIONS, BUILDINGS, AND FIXTURES.

The estimated value of stations, buildings, and fix-
tures: 73 miles at \$100 per mile, \$7,300.
The estimated value of stations, buildings, and fix-
tures representing the road in Nebraska: 71.21
miles at \$100 per mile..... 7121 00

VALUE OF OTHER PROPERTY.

The estimated value of all property owned by the
company: 73 miles at \$30 per mile, \$2,190.
The estimated value of all other property owned by
the company representing the road in Nebraska:
71.21 miles at \$30 per mile ... 2136 00

MONTHLY PASSENGER EARNINGS.

PASSENGER EARNINGS.

Passenger earnings for the month of Nov., 1887:	
Received from all passengers.....	\$ 77 97
Passenger earnings for the month of Dec., 1887:	
Received from all passengers.....	83 03
Passenger earnings for the month of January, 1888:	
Received from all passengers.....	65 08
Passenger earnings for the month of February, 1888:	
Received from all passengers	75 72
Passenger earnings for the month of March, 1888:	
Received from all passengers	83 70
Passenger earnings for the month of April, 1888:	
Received from all passengers	236 64

Passenger earnings for the month of May, 1888:	
Received from all passengers	\$ 989 76
Passenger earnings for the month of June, 1888:	
Received from all passengers	973 39

RECAPITULATION.

Received from express.....	\$ 198 00
Total earnings received from passengers for the year...	2585 29

MONTHLY FREIGHT EARNINGS.

FREIGHT EARNINGS.

Freight earnings for the month of November, 1887:	
Received from local freight, through freight, and other sources, freight department.....	\$ 1848 85
Freight earnings for the month of December, 1887:	
Received from local freight, through freight, and other sources, freight department.....	1997 65
Freight earnings for the month of January, 1888:	
Received from local freight, through freight, and other sources, freight department	141 82
Freight earnings for the month of February, 1888:	
Received from local freight, through freight, and other sources, freight department.....	1924 06
Freight earnings for the month of March, 1888:	
Received from local freight, through freight, and other sources, freight department.....	2189 12
Freight earnings for the month of April, 1888:	
Received from local freight, through freight, and other sources, freight department.....	451 53
Freight earnings for the month of May, 1888:	
Received from local freight, through freight, and other sources, freight department.....	748 69

Freight earnings for the month of June, 1888:	
Received from local freight, through freight, and other sources, freight department.....	850 34

RECAPITULATION OF EARNINGS.

RECAPITULATION OF EARNINGS.

Total earnings of freight department for the whole year	\$ 10147 06
Total transportation earnings	\$ 12732 35
Earnings from all other sources.....	205 00
Total earnings from all sources.....	\$ 12937 35

EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

CONDUCTING TRANSPORTATION—PASSENGER DEPARTMENT.

Advertising	\$ 5 65
Agents' (Pass.) salaries and exp's	5 00
Agents—station	175 30
Baggage-masters	48 13
Brakemen and porters.....	77 97
Cars—cleaning, oiling, and inspecting.....	106 75
Cars—hire of.....	330 36
Cars—light for	6 20
Cars—oil, tallow, waste, etc., for.....	30 77
Clerks.....	8 64
Commissions.....	8 87
Conductors	174 36
Damage to property	8 95
Damage to stock.....	11 96
Incidentals.....	39 62

NEBRASKA BOARD OF TRANSPORTATION.

451

Injuries to individuals	\$	25 00
Printing and stationery.....		41 15
Stations—expenses of.....		16 10
Stations—fuel at.....		8 02
Stations—labor at.....		40 00
Stations—repairs of and rent.....		416 81
Superintendence.....		65 09
Telegraph—expense of.....		194 57
Total.....	\$	1845 27

FREIGHT DEPARTMENT.

Agents' (Fr't) salaries and exp's	\$	40 53
Agents—station		486 11
Brakemen.....		523 70
Cars—cleaning, oiling, and inspecting.....		45 03
Cars—hire of.....		377 45
Cars—oil, tallow, waste, etc., for.....		22 46
Clerks.....		320 41
Conductors.....		369 71
Damage to property		26 92
Damage to stock		26 93
Incidentals		29 76
Printing and stationery.....		44 25
Stations—expense of.....		17 38
Stations—fuel at.....		24 20
Stations—labor at.....		99 40
Stations—repairs of and rent.....		740 97
Superintendence.....		194 37
Telegraph—expense of.....		584 14
Total.....	\$	3978 72
Total for conducting transportation.....		5818 99

MOTIVE POWER.

Enginemen and firemen—passenger	\$	675 01
Enginemen and firemen—freight		763 06

Engine houses, M. S., and T. T.—repairs of.....\$	12 99
Incidentals.....	65
Locomotives, passenger—coal for.....	920 83
Locomotives, freight—coal for.....	1099 13
Locomotives, passenger—oil, tallow, waste, etc.....	41 72
Locomotives, freight—oil, tallow, waste, etc	38 36
Locomotives, passenger—wood for.....	12 86
Locomotives, freight—wood for	10 07
Locomotives—hire of	796 80
Locomotives—sand for.....	4 58
Stations, water—expense pumping.....	500 83
Stations, water—repairs of.....	98 12
Superintendence	14
Wipers, hostlers, and dispatchers	485 72
<hr/>	
Total.....\$	5410 87

MAINTENANCE OF WAY.

Bridges—repairs of.....\$	59 15
Fences and road crossings—repairs of.....	588 11
Frogs and switch fixtures.....	95 00
Incidentals	6 32
Oil, tallow, and waste, etc.....	6 40
Snow and ice—removing.....	53 60
Spikes.....	77 00
Splices, bolts, and chairs.....	99 02
Steel rails	2267 49
Superintendence and supervisors	323 50
Telegraph—repairs.....	1559 20
Tools and repairs of tools.....	1018 56
Track—labor repairing.....	7525 10
Watchmen of roadway and bridges.....	71 70
<hr/>	
Total.....\$	13750 15

MAINTENANCE OF CARS.

Cars, freight—repairs of	\$	226	91
Cars, road service—repairs of		1126	00
Cars—furniture and fixtures of.....		664	78
Superintendence		1	32
<hr/>			
Total.....	\$	2019	01

GENERAL EXPENSE.

General offices—attendants at	\$	1	55
General offices—clerks in		32	10
General offices—light and fuel for		2	53
General offices—rent of		5	67
General offices—repairs of.....		1	80
General offices—printing and stationery		11	77
General offices—petty expenses of.....		1	09
General officers—salaries of.....		22	97
Insurance.....		36	60
Incidentals		4	11
Interest and exchange		77	34
Legal department—expense of.....		60	75
Expense—New York office.....		19	95
<hr/>			
Total.....	\$	278	23

RECAPITULATION.

Conducting transportation	\$	5818	99
Motive power.....		5410	87
Maintenance of way.....		13750	15
Maintenance of cars		2019	01
General expense		278	23
<hr/>			
Total expenses.....	\$	27277	25

GENERAL EXHIBIT FOR THE YEAR.

GENERAL EXHIBIT.

Total earnings.....	\$ 12937 35
Total expenses, including taxes	27277 25
Net deficit	14339 90

GENERAL BALANCE SHEET AT THE CLOSING OF
ACCOUNTS, JUNE 30, 1888.

DEBIT.

Cost of road and equipment.....	\$ 2190000 00
	2190000 00

CREDIT.

Capital stock.....	\$ 1095000 00
Funded debt,.....	1095000 00
	2190000 00

APPENDIX.

APPEAL.

1. Railroads: APPEAL FROM ASSESSMENT OF DAMAGES FOR RIGHT OF WAY: TRIAL TO DISTRICT COURT. Where an appeal is taken from the appraisement of damages to real estate caused by the construction of a railroad, the owner of the land becomes the plaintiff in the district court to the extent that it becomes necessary for him to prove his damage in case the railroad company, appellant, fails to appear for trial. In such case, where the railroad company is appellant, it is error to dismiss the appeal for the reason that the appellant company is in default for want of an answer. *O., N. & B. H. R. R. Co. v. Umstead*, 17 Neb., 459. See also paragraphs 56, 61, 90, 100, 106, and 119.

BOARD OF TRANSPORTATION.

1½. Railroads: POWER OF STATE BOARD. The act to regulate railroads and to prevent unjust discrimination, approved March 31, 1887, provides that all charges made for services rendered, or to be rendered by any railway company in this state, in the transportation of persons or property, shall be reasonable and just, and every unjust and unreasonable charge for such service is prohibited and declared to be unlawful; and requires such railway company to print and keep for public inspection schedules showing the rates and fares and charges which have been established and are in force at the time upon such railroad. *Held*, That the board of transportation has authority to determine, in the first instance, what are just and reasonable charges for the services rendered or to be rendered on such railways. *State of Nebraska, ex rel. Board of Transportation, v. Fremont, Elkhorn & Missouri Valley Railroad Company*, 22 Neb., 313.

2. The act in question prohibits any preference or advantage to any particular person, company, corporation, or locality, on any particular description of traffic in any respect, or to subject any particular person, company, firm, corporation, or locality, or any particular description of traffic to any prejudice or disadvantage in any respect, and places the general supervision of all railroads within the state in the board of transportation, and requires it carefully to investigate any complaints made in writing, and under oath, concerning any unjust discrimination against any person, firm, corporation, or locality, either in rates or facilities furnished, in order to prevent unjust discrimination against either persons or places. *Id.*

3. The word "locality," mentioned in the statute, means the territory unjustly discriminated against, and may be a village, city, county, or portion of the state. *Id.*

4. The power to determine what is an unjust rate and charge, and the extent of the same, and to prevent unjust discrimination, carries with it the power to decide what is a just charge, and authorizes the board to fix just and reasonable rates and charges. *Id.*

5. The finding of fact by the board of transportation, in any matter submitted to it under the above statute for determination, is *prima facie* evidence of the existence of such facts, and of the reasonableness of an order made by said board in pursuance thereof. *Id.*

6. The act to regulate railroads, and prevent unjust discrimination, approved March 31, 1887, being a remedial statute, is to receive a liberal construction to carry into effect the purposes for which it was enacted. *Id.*

7. **Jurisdiction of Supreme Court.** Where the board of transportation has investigated charges of unjust discrimination against a railroad company, and has found such unjust discrimination to exist, and ordered such railroad company to reduce its rates to conform to a schedule presented by such board, which order the railroad company neglected to comply with, mandamus is a proper remedy to enforce such order, and the mention of the district court in the statute will not preclude bringing the action in the supreme court in any case where the latter has original jurisdiction. *Id.*

8. Powers of State Board: COMPROMISE. Section one of the act to regulate railroads, prevent unjust discriminations, and to provide for a board of transportation, etc., requires all charges made for any service rendered, or to be rendered, in the transportation of property by railway companies, to be reasonable and just, and prohibits every unjust and unreasonable charge, and declares it to be unlawful. Therefore, where the board of transportation finds that the charges on a line of railway are not reasonable and just, and orders a reduction of such rates $33\frac{1}{3}$ per cent, such board cannot enter into a compromise with the railway companies by which the charges within the state shall be in excess of the rates found to be reasonable and just, in consideration of certain reductions in rates on in and out freight to and from Chicago and other common points. *Same v. Same*, 23 Neb., 117.

9. Fixed Rates and Charges. It is the duty of the board to fix rates and charges within the state at such sum as shall be reasonable and just, and make findings of the fact. Its findings are *prima facie* evidence of the truth of the same, but when issue is taken upon them in court, the question of what are reasonable and just charges must be determined like other questions of fact. *Id.*

CHARTER.

10. A contract to sell and transfer the rights, franchises, and property of a railroad company, before it has its road constructed, is against public policy, and cannot be enforced by legal proceedings. *H. T. Clarke v. Omaha & Southwestern Railroad Company et al.*, 5 Neb., 314.

COMMISSIONERS.

11. The legislature has no power under the constitution to create railroad commissioners. The supervision of railroads by a commission would be proper, but the power must be conferred on executive offices already existing. *In re Railroad Commissioners*, 15 Neb., 679.

COMMON CARRIER.

12. An incorporated railroad company is a common carrier as to all property within the scope of its chartered powers, and it cannot by special agreement divest itself of such character, and therefore it is liable for the negligence of its servants. *Atchison & Nebraska Railroad Company v. H. and G. W. Washburn*, 5 Neb., 117.

13. When such company undertakes to carry live stock for hire, the fact it does so establishes its relation as a common carrier, with the duties and obligations which grow out of it. *Id.*

14. Liability for Issuance of Bills of Lading. An agent of a railroad company, authorized to issue bills of lading, issued certain bills to a shipper for five cars of wheat. In fact, less than one car load of wheat and about the same quantity of barley was shipped. Drafts were drawn by the shipper against the bills and attached thereto, and were delivered to a bank, which in good faith discounted them and forwarded them for payment. The drafts being protested, and the shipper having absconded, and leaving no property in the state, *Held*, That as against the bank the railroad company was estopped from denying that it had received the wheat. *Sioux City & Pacific Railroad Company v. First National Bank of Fremont*, 10 Neb., 556.

15. Duty to Maintain Stations. Under the provisions of the constitution and statutes relating to railroads, where a railroad is built through a town of fifteen hundred or more inhabitants, and it is *necessary* to have a station at that place, the corporation may be compelled to erect the same, with the necessary side-tracks, notwithstanding it has a station at the junction of that and another line one and one-half miles distant. *State, ex rel. Mattoon, v. Republican Valley Railroad Company*, 18 Neb., 512.

16. Rule Concerning Transportation. A rule or custom adopted by a railroad company concerning its contracts with its patrons for the transportation of grain cannot operate upon those of its patrons who have no knowledge of the existence of such rule, and such persons will not be legally bound thereby. *Atchison & Nebraska Railroad Company v. F. W. Miller*, 16 Neb., 661.

17. Contracts for Transportation: LIABILITY. When a carrier offers to carry the goods of a shipper for a certain price per car load, and the shipper accepts such offer and ships his goods thereunder, the carrier is bound thereby, and cannot be heard to say he will not abide by its terms, and if a greater sum is retained by the carrier, upon sale of the goods, it will be required to respond to the shipper for the excess. *Id.*

CONSTITUTIONAL LAW.

See paragraphs 45, 104, and 159.

CROSSINGS.

18. Track Crossings. And when requested by the owner of land crossed by the road, the company are required to make and keep in good repair an adequate means of crossing the track. *Fremont, Elkhorn & Missouri Valley R. R. Co. v. C. L. Lamb*, 11 Neb., 592.

DAMAGES.

(To Goods.)

19. Railroad: FAILURE TO DELIVER GOODS. Upon the facts proved, *Held*, That the loss was not occasioned by the act of God, and that the plaintiff was liable for the loss. *Chicago, Burlington & Quincy R. R. Co. v. J. P. Manning*, 23 Neb., 552.

(For Injury to Persons:)

20. Negligence of Conductor: MASTER AND SERVANT. A conductor of a construction train on a railroad, with a gang of men engaged to work as day laborers for the railroad company, but under the immediate orders of such conductor, is, as to such men, the vice principal of the railroad company, and not a fellow-servant of such men; and an act of gross negligence on the part of such conductor, whereby the lives of such men are placed in jeopardy while working under his immediate orders and direction, and one of them is killed, is the negligence of the company, for which it is liable. *Chicago, St. Paul, Minneapolis & Omaha Ry. Co. v. Lundstrum*, 16 Neb., 254.

21. Railroads: PERSONAL INJURIES: NEGLIGENCE. G., a boy between ten and eleven years of age, while walking on a railroad at a point where there was no thoroughfare, by accident stepped between the guard and main rail at a switch, and was unable to extricate his foot, and a switch engine being turned on that line, ran over and crushed his foot. *Held*, That if the employes of the company, after being aware of the perilous condition of the plaintiff, by a reasonable degree of care, could have prevented the injury, the company was liable. *Burnett, by his next friend, Burnett, v. Burlington & Missouri River R. R. in Neb., 16 Neb., 332.*

22. Master and Servant: DAMAGES: NEGLIGENCE. If an employer knowingly furnishes an employe defective machinery with which to work, and which machinery, though dangerous, is not of such character that it may not be reasonably used by the use of care, skill, and diligence, and the employe, in obedience to the requirements of the employer, uses and operates such dangerous machinery carefully and skillfully, believing there is no immediate danger, and when it is reasonably probable it can be safely operated with such care, the employe does not assume the risk, and if he is injured by the machinery, without fault or negligence on his part, the employer will be held liable for the damages resulting from such injury. *Sioux City & Pacific Railroad Company vs. Finlayson, 16 Neb., 578.*

23. Damages: QUESTION FOR JURY. In an action for damages alleged to have been sustained by the next of kin to deceased, whose death is alleged to have been caused by the negligence of the defendant, the question as to the amount of damages sustained by reason of such death is for the jury to determine, under such testimony as to the measure of damages as may be submitted to them. *Johnson, Admr., v. Mo. Pac. Ry. Co., 18 Neb., 691.*

24. Railroad: NEGLIGENCE: ACCIDENT TO EMPLOYE ON SUNDAY. Where a railroad company finds it necessary to run its trains on the first day of the week, commonly called Sunday, and also finds it necessary for its employes to labor on that day in keeping its track in proper order and repair for the use of such trains, and while so engaged an employe is injured or killed by the negligence of

such railroad company, the fact that the accident occurred on that day will not exonerate the company from liability. *Id.*

25. Railroad: LIABILITY FOR INJURY TO EMPLOYEE. The under-boss of a gravel train gang was directed by his immediate superior to take men and dig out a car which had been partly covered and derailed by a fall of gravel from a high bank near by, and in pursuance of such order proceeded to dig out the car, and while so employed was killed by the embankment caving in. Prior to that time the custom had been to station a watchman to give notice to the workmen of danger from a falling bank, which was omitted on this occasion. *Held*, That the company was liable. *Burlington & Missouri River Railroad in Nebraska v. Martha Crockett, Admr.*, 19 Neb., 138.

26. The conductor of a gravel train on a railroad, with a gang of men under his immediate control, in the employ of the railroad company, is, as to such men, the vice-principal of the railroad company and not a fellow-servant. *Id.*

(Injury to Stock.)

27. Railroads: DAMAGE TO STOCK: FENCING. The farm of S. was bisected by the line of the railroad. The company fenced its line, as required by the act of June 22, 1867. S. used the railroad fence on the south side of the road as the north fence of his enclosed pasture and corral. The corral consisted of about three acres, into which, in the evening of the night in question, he turned his twenty-three head of cattle. At the same time he looked along the line of the railroad fence part of the enclosure, and it was all up and apparently in good condition. In the morning a board was found broken off of this part of the fence, by means of which three of the cattle had escaped—gone on the railroad track, where two of them had been killed and the other crippled by a passing train. The testimony as to the condition of the fence, as to its soundness, was conflicting, some witnesses swearing that it was rotten, others that it was sound. Verdict and judgment for S. On error, *Held*, That S. was not guilty of contributory negligence, and the finding and judgment upheld. *Union Pac. Ry. Co. v. Schwenck*, 13 Neb., 478.

28. Railroads: DAMAGE TO STOCK: FENCING. Action against the railroad company for killing, by means of its engine and train, certain hogs of the plaintiff, at a point on its line where said company had failed to comply with the law requiring it to fence its track, etc. It was stipulated that the hogs were killed by a passing train of defendant at a point where said road was not fenced on either side; that said hogs had escaped from the enclosure of the plaintiff, and were at large at the actual fault of the plaintiff, in the day-time at the time they were killed, but that they were killed without any negligence on the part of said defendant and its agents or employees other than what may be implied from the neglect to fence the line of its road. A finding and a judgment for the stipulated value of the hogs for the plaintiff upheld. *Union Pac. Ry. Co. v. High*, 14 Neb., 14.

29. Railroads: DAMAGE TO STOCK. Under the act of June 20, 1867, a railroad company is liable for stock killed upon its track while running at large in the night time at a point where the company was required but failed to fence its track, notwithstanding stock is prohibited by statute from running at large in the night time. *B. & M. R. R. Co. v. Brinckman*, 14 Neb., 70.

30. Railroads: FENCES. A railroad company which fails to fence its track at a place where by statute it is required to fence, is liable for stock killed or injured on its track by its engines or cars, and the mere negligence of the owner of the stock is no defense. *B. & M. R. R. Co. v. Franzen*, 15 Neb., 365.

31. Railroads: LIABILITY FOR STOCK KILLED: NEGLIGENCE. Under the provisions of section one of the act of 1867, Compiled Statutes 1885, Ch. 72, where a railroad corporation neglects to maintain fences and cattle guards along its road, and horses get thereon, and are injured or killed by the engines or trains running on the road, the railroad company is liable to the owner in damages therefor, and the negligence of the owner in allowing the horses to escape from him will constitute no defense to the action. *B. & M. R. R. Co. v. Webb*, 18 Neb., 215.

32. Railroads: DAMAGE TO STOCK. Under the provisions of

sections one and two of Chap. 72, of Compiled Statutes, where a party's horse gets on the railroad track for the want of a fence, such as the law requires the company to erect and maintain to enclose its track, and while on or near the track is frightened by a passing train, and in its flight is injured by falling through a bridge on the line of the railroad, and no negligence or willful misconduct is chargeable to the agents of the company in charge of the train at the time, and where no injury is done to the horse by any actual collision or contact with the engine or cars of the train, the railroad company will not be liable to the owner of the horse for such injury. See *Schurtz v. I. B. & W. R. R. Co.*, 107 Ill. R., 577. 18 Neb., 369.

33. Statute Construed. The true meaning of sections one and two of Chap. 72, Comp. Stat., is, that the injury to stock must be caused by actual collision; that it must be done by the agents, engineers, or cars of the company, or the locomotives, engines, or trains of any other corporation permitted and running over or upon the said road, or the willful misconduct of the train men in the course of their employment, to make the company liable. *Id.*

34. Consequential damages resulting from fright to animals, not caused by actual collision, or any negligence or willful misconduct on the part of the servants of the company, are not embraced in the statute. *Id.*

35. Railroads: INJURIES TO STOCK: NEGLIGENCE: EVIDENCE. In an action against a railway company to recover damages for the loss of a cow killed by its engine, the defense was that the cow was killed on the public road, and without negligence on the part of the company. The engineer testified that the engine struck the cow on the crossing of a public road over the railway, and carried or threw her thirty or forty feet, but there were not marks on the ground indicating that the cow had been struck at that point. The distance from the road crossing to the cattle guard was forty-three feet, and from that point to a place where there were marks on the railway track tending to show that the cow had been struck was fifty-four feet, the cow being thrown from eight to twelve feet east and south of that point. *Held*, First, that the evidence failed to show the

railway fence to be in a defective and imperfect condition, and that the cow was killed within the right of way. *Union Pac. Ry. Co. v. Blum*, 23 Neb., 404.

(*For Fires.*)

36. Railroads: NEGLIGENCE: BURDEN OF PROOF. Where damage is caused by the escape of fire from a railway engine, the burden is upon the company to show that their engine was properly constructed, equipped, and operated. And the question of the sufficiency of such construction and equipment is one of fact for the jury. *B. & M. R. R. Co. v. Westover*, 4 Neb., 268.

37. It is not negligence *per se*, for a railroad company to permit dry grass and herbage to remain on its right of way, The fact, however, is evidence for the jury, who may find negligence from it. *Id.*

38. Remote Damages. Where grass and herbage on the right of way of a railroad was set burning by fire from an engine, the fire spreading rapidly and burning continuously until it reached the farm of plaintiff, situated a half mile from the railroad track, destroying straw, timber, etc.; *Held*, That the damage was not too remote to be recovered. *Id.*

39. Contributory Negligence. Nor is the plaintiff in such case guilty of contributory negligence in not having fire breaks plowed around his premises. *Id.*

40. Property owners along the line of a railroad take the risk of injuries unavoidably produced by the use of fire for the purpose of generating steam; but the company cannot impose conditions on others, in order to shield themselves from their own negligence in the use of fire. *Id.*

41. Railroads: DAMAGE TO TIMBER BY FIRE: OWNERSHIP OF LAND. In an action in the nature of an *action on the case* for the negligent use of a locomotive engine by the servants of the defendants, by reason of which the timber land of plaintiff was damaged by fire, the plaintiff alleged ownership of the timber land, which was denied by the defendant. *Held*, That proof that plaintiff had been in possession of the premises for a number of years next before and at

the time of the injury was sufficient evidence of title *prima facie*. B. & M. R. R. Co. in Neb. v. Beebe, 14 Neb., 463.

42. The opinion or estimate of a witness of the amount of damage to the owner of a tract of timber land, or to the land itself, caused by a fire running through it, is not admissible as evidence. Id.

(For Faulty Construction.)

43. Railroads: DAMAGES FROM OVERFLOW OF WATER. An instruction charging the jury "that notwithstanding the fact that the railroad company when it constructed its bridge did so in a prudent manner, according to the best information it could obtain at the time of its construction, yet, if it subsequently appeared that its construction was such that damages would result from the gorging of ice against the bridge, and that damages would result to the plaintiff and other property holders in the vicinity of the bridge, by reason of the overflow of ice and water in consequence of said gorge, and the defendant had the time and the opportunity and means, by a reasonable effort on its part in that behalf, to avoid or prevent such damage, it was its duty so to do; and it was required to use all reasonable effort to avert such damages, and if it failed so to do it is liable to plaintiff for the damages sustained by him as resulted directly from such failure." *Held*, Erroneous, and a new trial awarded. O. & R. V. R. R. Co. v. Brown, 14 Neb., 170.

44. Railroads: NEGLIGENT CONSTRUCTION OF BRIDGE: PLEADING. Where an action is brought to recover damages for the negligent construction of a railway bridge across the Platte river, whereby it became an unlawful obstruction therein, *Held*, Under the liberal rules of construction of the code, that the petition alleged sufficient to authorize a recovery. O. & R. V. R. R. Co. v. Standen, 22 Neb., 343.

45. Constitutional Law. The insertion of the words "or damaged" in section 21, Art. I., of the constitution of 1875, was intended to give a right of recovery which did not previously exist, and was not intended to limit or restrict any remedy previously existing. Id.

46. Right of Action. Where a railway bridge is so negligently constructed across a river as to form an unlawful obstruction, and become a nuisance by causing an overflow of the river, no right of action accrues to a land owner until he sustains an actual injury caused by such unlawful obstruction—as by the overflow of his lands. *Id.*

47. Railroads: OBSTRUCTION BY BRIDGE: DAMAGE TO ADJOINING LAND. The O. & R. V. R. R. Co. constructed a railway bridge across the Platte river, the piers being twenty feet apart from center to center. An ice gorge having formed above the bridge, by which the water of the river was thrown out of the channel, whereby the property of B. was injured and destroyed, *Held*, That there being sufficient evidence tending to prove that the openings between the piers were not sufficient to permit the free passage of such quantities of ice and water as might reasonably be expected to occur occasionally, the verdict would not be set aside. *O. & R. V. R. R. Co. v. Brown*, 16 Neb., 161.

(Right of Way.)

48. Railroad: RIGHT OF WAY: DAMAGES. Where land is condemned for railroad purposes the owner is entitled to have as one item of damage, in all cases, the fair market value of the part actually taken. And where a portion of the tract remains, if it can be said with reasonable certainty that the road, properly constructed and carefully operated, will injure it, he is also entitled to recover for that. But injuries merely speculative and contingent upon the improper construction or negligent operation of the road are too remote to be considered. *F., E. & M. V. R. R. Co. v. Whalen*, 11 Neb., 585.

49. Special Benefits. Special benefits may go to reduce the damages to what remains of the land, but cannot be set off against the value of the part taken. *Id.*

50. Opinion of Witnesses. Witnesses should not be permitted to express their opinions before the jury of the value of the land *subject to the right of way*. This should be left to the jury to ascertain from facts affecting the value, and proper to be considered,

uninfluenced by the opinion of others. *Id.* Overruled. See *R. V. R. R. Co. v. Arnold*, 13 Neb., 486.

51. Railroad: RIGHT OF WAY: DAMAGES. Damages incident to the taking of land for right of way for a railroad, and for which compensation must be made to the owner, independently of the portion actually appropriated, are the result of facts and circumstances, susceptible of proof, and they must be proved before the damages are allowed. *F., E. & M. V. R. R. Co. v. Lamb*, 14 Neb., 592.

52. Railroad: RIGHT OF WAY: DAMAGES: EVIDENCE. The question on trial was the market value of two lots with a dwelling-house and other improvements thereon, in the city of Columbus, Platte county, on the 30th day of March, 1880. *Held*, That testimony that on the 10th day of April, 1877, the said lots were bought by said William Dietrichs, at administrator's sale, for seventy-five cents each, was erroneously admitted. *Dietrichs v. L. & N. W. R. R. Co.*, 12 Neb., 225.

53. Judgment: VERDICT. In case of an appeal from the award of commissioners appointed to assess the damages to landholders, caused by the taking of their lands for right of way, depot grounds, etc., it is the duty of the district court to render judgment on the verdict of the jury. *Id.*

54. Railroads: RIGHT OF WAY: TITLE. Where a railroad company institutes proceedings and condemns a right of way across real estate, it cannot, on appeal to the district court, disprove the title of the person to whom damages were awarded without pleading his want of title. *Gerrard v. O., N. & B. H. R. Co.*, 14 Neb., 270.

55. The word "owner," as used in the statute, applies to any person having an interest in the estate. *Id.*

56. Railroad: APPEAL FROM AWARD: TITLE. Where a railroad company has condemned certain real estate as the property of A., it cannot, on appeal from the award of damages, prove that he is not the owner without pleading such want of title. *Deitrichs v. L. & N. W. R. R. Co.*, 14 Neb., 355.

7. Eminent Domain: WITNESS. The owner of land taken for right of way by a railroad company, having resided upon it and improved it for several years, who swears that he knows what it is worth, is a competent witness on the question of its value. *B. & M. R. R. Co. v. Schluntz*, 14 Neb., 421.

58. So, too, are other persons who have resided for several years in the immediate neighborhood of the land, and who seem, upon examination, to be well informed of its situation, condition, and value. *Id.*

59. Damages. On the trial of a question of damages for an injury to growing crops, neither science nor unusual skill being involved, the witnesses should be confined in their testimony to a statement of the facts showing the injury, and should not be permitted to express opinions as to the amount of damage or loss occasioned thereby. *Id.*

60. Railroad: DAMAGES FOR RIGHT OF WAY. An award of damages, under the statute, for right of way for a railroad, embraces only those damages which may reasonably be anticipated upon the assumption that the road will be built and operated with due care and skill, and with no unnecessary injury to property outside of the right of way. *Id.*

61. Appeal from Award. An appeal from the award of commissioners takes to the district court only those matters covered by the award. It does not include wanton or negligent injuries done to growing crops outside of the right of way during the construction of the road. *Id.*

62. Eminent Domain: RAILROAD: DAMAGES. Where a railroad is built upon a public road the owner of the land is entitled to recover the damages to his land by reason of the additional burden placed thereon by the appropriation of the road to the use of the railway company. *Lake, Ch. J., dissenting. H. & G. I. R. R. Co. v. Ingalls*, 15 Neb., 123.

63. U. S. Government Land: RIGHTS OF CLAIMANT. A person having been in possession of a timber claim for less than ten years, whose possession is not injured or disturbed, cannot maintain

an action for damages to the land itself, caused by the construction of a railroad on a public road which passes along one side of the claim. *Id.*

64. Evidence: RECORD OF: PLAT. Where, in the assessment of damages for right of way for a railroad by a jury, a plat of the land showing the location of the road, etc., is used, a record of the evidence is not complete without it. *Mo. Pac. Ry. Co. v. Hays*, 15 Neb., 224.

65. Eminent Domain: ASSESSMENT OF DAMAGES. In making such assessment it is proper to consider the way in which the road cuts the land, the inconvenient shape in which the residue is left, the excavations and embankments, and the exposure of the owner's property to particular injuries from its proximity to the road, which may result from its proper construction and operation. *Id.*

66. The valuation of property taken for right of way for a railroad should be made as of the time of the filing of the petition for the assessment of damages to the land. *Id.*

67. Witness: OPINION. Without a showing there is no presumption that a witness is competent to give a reliable estimate of the market value of land, and where one's competency is challenged, before he should be permitted to express an opinion it should be made to appear that he is in some way qualified to do so. *Mo. Pac. Ry. Co. v. Coon*, 15 Neb., 232.

68. Eminent Domain: RAILROADS: EVIDENCE. On the trial of a right of way case a witness may state that the taking of a right of way across plaintiff's farm in a diagonal direction from the north-east corner to the south-west corner is a damage to the remaining and severed pieces of land, and may state in what such damage consists. *R. V. R. R. Co. v. Linn*, 15 Neb., 234.

69. Railroads: OBSTRUCTING STREET IN CITY. The authorities of a city have no power to authorize a railroad company to permanently appropriate and obstruct a portion of a street without compensation to such lot-owners abutting thereon as are specially injured thereby. *B. & M. R. R. Co. v. Reinhackle*, 15 Neb., 279.

70. Eminent Domain: DAMAGES. The mode provided by

statute for assessing damages for right of way does not apply where property is damaged, but no portion thereof taken. *Id.*

71. Eminent Domain: JUDGMENT: EXECUTION. Where a lot was condemned by a railroad company, the money deposited with the county judge, an appeal taken to the district court, and a verdict rendered in favor of the lot-owner, it is the duty of the district court to render judgment on such verdict, and an execution may be issued thereon. *Drath v. B. & M. R. R. Co.*, 15 Neb., 367.

72. Railroad Cannot Abandon Lot. After a judgment in the district court for the value of real estate condemned by a railroad company, it cannot abandon the same, and in that way avoid the payment of the judgment. *Id.*

73. Railroad: DAMAGES FOR RIGHT OF WAY. J. sold and deeded to the railroad company a right of way across his land. The railroad company constructed an embankment for the track of its road along and upon such right of way, and thereby diverted a running stream of water which crossed the right of way, and then, making a half circle, ran back, so that the embankment constituting the string of the bow left the bow on the west side of the embankment a pool of standing water. Thereupon the railroad company instituted proceedings and condemned two small strips of J.'s land, one on each side of the said embankment—one on the east side for the purpose of a ditch to carry the water of said stream between the two points where the same was cut by the said embankment, and the other on the opposite side of the embankment for a "Y" track—both of said strips being connected along their whole length with the right of way sold and conveyed by said J. to the railroad company. Upon appeal from the assessment of damages for taking said strips of land, the rulings of the district court, as well in the excluding testimony as in the giving and refusing of instructions, whereby J.'s damages were confined to the value of the land taken, *Upheld*. *Jackman v. Mo. Pac. Ry. Co.*, 15 Neb., 524.

74. Railroads: RIGHT OF WAY: DAMAGES. The sale of a lot or parcel of ground to a railroad company for right of way purposes, and the receipt of the consideration therefor, does not estop the

owner from claiming damages to other remote and detached real estate injuriously affected by the construction of such railroad; and such sale will not be held to be a full satisfaction of all damages to other property unless such was the intention of the parties at the time of making the contract. *R. V. R. R. Co. v. Fellers*, 16 Neb., 169.

75. Action for Damages to Real Estate. Where real estate is damaged by the construction of a railroad, but no part thereof is appropriated to the use of such road, an action at law for such damages must be maintained. *Id.*

76. Railroad: CROSSING PUBLIC HIGHWAY: DAMAGE TO ADJOINING LAND. Where a railroad is constructed across a highway on a level materially below the level of the highway, it is the duty of the railroad company, at its own expense, to adapt the level of the highway to that of the railroad, by proper gradients; and if the making of the necessary cuts and gradients on the highway for such purpose is a damage to adjoining lands the railroad company will be liable therefor. *S. C. & P. R. R. Co. v. Weimer*, 16 Neb., 272.

77. Eminent Domain: DAMAGES. There being testimony tending to show that defendant's land was damaged, was isolated, and rendered inaccessible by reason of the taking of the right of way, and the cuts and fills rendered necessary by the construction of the railroad, and the jury having been permitted to view the premises, a verdict for an amount of damages which seems to be reasonable and not extravagant will be upheld. *Id.*

78. In such case the verdict cannot be held to be excessive. *Id.*

79. Evidence. The owner of land taken for right of way by a railroad company, having resided upon and improved it for several years, who swears that he knows what it is worth, is a competent witness of its value. *S. C. & P. R. R. Co. v. Weimer*, 16 Neb., 272.

80. So, too, are other persons who have resided for several years in the immediate neighborhood of the land, and who seem, upon examination, to be well informed of its situation, condition, and value. *Id.*

81. Practice: FORM OF ACTION. A party who has been damaged by the location of a railroad through his premises, where the

damages awarded have not been deposited with the probate judge, as provided by Sec. 97, Gen. Stat., 191, may bring his action for the amount of the award, to enjoin the operating of the road across his premises until payment is made, or he may sue in trespass for the unauthorized entry thereon. *O. & N. W. R. R. Co. v. Menk*, 4 Neb., 21.

82. Eminent Domain : DAMAGES ALLOWABLE. An award of damages for the location of right of way for a railroad, although not contemplated in the statute (Gen. Stat., Sec. 97, p. 191), contained a provision that the party owning the premises, part of which were taken for right of way, might "move back his house" therefrom; *Held*, valid. *Id.*

83. Government Grant of Land to Railroad : RIGHT OF WAY. In the year 1869, B. purchased from the United States the south-east quarter of the south-east quarter and the north-west quarter of the south-east quarter of section eleven in township one, range three, in Jefferson county, Neb. In July, 1866, congress passed an act granting to the state of Kansas for the use and benefit of the St. Joe & Denver R. R. Co., every alternate odd section of land for a distance of ten miles on each side of the track, and providing that, if, when the line of road was definitely fixed, the United States had sold any section so granted or any part thereof, or that the right of pre-emption or homestead settlement had attached to the same, or they had been reserved by the United States, that other lands might be selected in lieu thereof. The act also granted the right of way to said company across the public lands. In 1871 the plaintiff located its line through the above described lands. B. took the necessary steps under the statutes of the state for the assessment of damages, and judgment was rendered in his favor for the sum of \$200. *Held*, That B. was entitled to compensation for the right of way. *St. Joe & D. R. R. Co. v. Baldwin*, 7 Neb., 247.

84. Such lands were subject to entry and settlement, until the plaintiff had filed maps of its line designating the route with the secretary of the interior, and the lands had been withdrawn from the market, under the provisions of section four of the act. *Id.*

85. Railroad: DAMAGES FOR RIGHT OF WAY: INTEREST. If on appeal from an award of damage for land condemned and occupied for railroad purposes the damage be found to exceed that returned by the commissioners, the owner may have interest thereon from the time he was entitled to compensation. *S. C. & P. R. R. Co. v. Brown*, 13 Neb., 317.

86. Railroads: RIGHT OF EMINENT DOMAIN: EVIDENCE. Where persons are shown to be familiar with the value of a particular piece of land, across which a railroad has been built, they may be permitted to testify to the value of such tract immediately before the location of the road, and to the value thereof immediately afterwards. *R. V. R. R. Co. v. Arnold*, 13 Neb., 485.

87. Railroad: EMINENT DOMAIN: DAMAGES: EVIDENCE. Where no objection was made in the court below to the direct proof showing the amount of damages sustained by a land owner by reason of the location of a railroad across his land, the objection is not available on error. *R. V. R. R. Co. v. Hayes*, 13 Neb., 489.

88. Ownership of Land. Where a railroad company condemns real estate as the property of a person named, it cannot on appeal from the award, at least without tendering an issue to that effect, disprove such ownership. *Id.*

89. Eminent Domain: DAMAGES. Where a lot abuts upon an alley upon which a railroad is built with the consent of the city authorities, if the owner of the lot is thereby deprived of a public right which he has enjoyed in connection with his premises, and in consequence thereof he sustains damages in excess of that shared by the public generally, he may recover for such excess. *Gottschalk v. C., B. & Q. R. R. Co.*, 14 Neb., 550.

90. Railroad: EMINENT DOMAIN: APPEAL: TRIAL: ARGUMENT. Where a railroad company has condemned real estate for right of way, and an appeal from the award of damages has been taken to the district court, the land-owner on the trial is entitled to open and close. *O. & N. V. R. R. Co. v. Walker*, 17 Neb., 432.

91. Damages for Right of Way: JURY VIEWING PREMISES. Where, in a trial to recover damages for right of way across a

tract of land, the jury were permitted by the court to view the premises, the verdict will not be set aside unless it is clear that the jury erred. *Id.*

92. Eminent Domain: DAMAGES: TITLE TO PROPERTY. A and B were in possession of real estate, having a title of record thereto. The R. R. Co. desiring to construct its road over the real estate, applied to them for a grant of the right of way, which was refused. It then applied to the county judge for the appointment of commissioners to assess the damage to the real estate by reason of the appropriation of the necessary right of way, alleging A and B as the owners, and their refusal to make the grant. It was then agreed between the R. R. Co. and A and B that the land might be taken and occupied in the construction of the road, and the damages settled by a commission to be thereafter appointed. The commission was subsequently appointed and the damages assessed, from which the R. R. Co. appealed. No other person was made a party to the proceedings in the district court, and no other person claimed any interest in the land nor demanded damages. *Held*, That the R. R. Co. could not dispute the ownership of A and B, nor their right to the damages assessed by the commissioners. *O., N. & B. H. R. R. Co. v. Gerrard et al.*, 17 Neb., 587.

93. Railroad: EXERCISE OF POWER OF EMINENT DOMAIN: DAMAGES. While the statute authorizes a railroad corporation to go upon the land of an individual, if need be, and locate its line of road over such land, and permits either the corporation or the land-owner to institute proceedings to condemn the right of way, yet, before the corporation can appropriate such right of way by entering upon the land and constructing its road across the same, the damages must have been appraised and the amount thereof paid to the land-owner or deposited with the county judge. *O. & N. W. R. R. v. Menk*, 4 Neb., 21. *Ray v. A. & N. R. R.*, 439. If the damages are not awarded and deposited, the corporation is liable in trespass. *R. V. R. R. Co. v. Fink*, 18 Neb., 82.

94. How Far Statute Exclusive. The statutory mode of acquiring the right of way and ascertaining the damages therefor is

exclusive as to the manner of assessing the value of the land taken, with damages to the residue of the tract, but does not include damages to the possession caused by the wrongful entry upon the land before condemnation. *Id.*

95. Measure of Damages. -The measure of damages in such case does not, before the award of the commissioners, include the value of the land taken. *Id.*

96. Parties: TRANSFER OF PLAINTIFF'S INTEREST PENDENTE LITE. Where an action has been commenced, the transfer by the plaintiff of his interest in the subject of the action to another, will not prevent the prosecution of the suit to its termination in the name of the original plaintiff. *Dodge v. O. & S. W. R. R. Co.*, 20 Neb., 276.

97. Railroads: EMINENT DOMAIN: MORTGAGE OF PROPERTY TAKEN. Where real estate—as a town lot—upon which there is a mortgage duly recorded, is taken by a railroad company for right of way purposes in the exercise of its right of eminent domain, and the whole of the lot is taken, the condemnation money being paid to the mortgageor and holder of the legal title, in an action against such railroad company by the mortgagee to foreclose the mortgage, the question as to whether by the condemnation proceedings the railroad company acquired the fee to the property or an easement is not deemed material, and is not decided. The whole of the property being taken, the effect upon the mortgagee's security is the same. *Id.*

98. Parties. Where a railroad company, in the exercise of its right of eminent domain, seeks to appropriate private property to its own use for the purpose of right of way, by condemnation and appraisalment, all persons having an interest in the property, including mortgagees, should be made parties to the proceeding by proper notice, and if such company fail so to do, and pay the money to a person not entitled thereto, such proceeding and payment are void as to all persons not parties thereto. *Id.*

99. Mortgage: PAYMENT OF CONDEMNATION MONEY. In case of such proceedings to condemn real estate upon which there is a mortgage of record, the condemnation money found due the owner

of the land should be applied first to the payment of the amount due upon the mortgage and the remainder to the holder of the legal title. In case such payment is not made or tendered to the mortgagee by proper notice of the proceeding, he is not affected thereby, and may foreclose his mortgage as against the railroad company by proper action. *Id.*

100. Railroads: RIGHT OF WAY: APPEAL. The right of appeal from the award of commissioners in the assessment of damages sustained by an owner of real estate by the appropriation of the same to the use of a railroad corporation, may be availed of and perfected by the filing of a transcript from the county judge of the condemnation proceedings in the district court, or the office of the clerk thereof, within sixty days after the filing of the report containing such award with the county judge. *Gifford v. R. V. & K. R. R. Co.*, 20 Neb., 538.

101. When such transcript is not filed, nor sufficient cause shown for such failure, without laches on the part of the appellant, the appeal will be dismissed. *Id.*

102. Railroads: POWER OF EMINENT DOMAIN: EJECTMENT: TRESPASS. The remedy given by statute to land-owners for injuries sustained by taking land for railways is exclusive of all other remedies. But this rule does not preclude the land-owner from bringing ejectment for the possession of real estate illegally occupied by a railroad. Where a railroad company without consent of the owner takes and occupies real estate as a part of its right of way without pursuing the statutory method of appraisement and condemnation, and thus making its possession rightful, it is, as all others under like circumstances would be, a trespasser, and cannot justify its possession. In such case the usual common law remedies are available to the owner. *Hull v. C., B. & Q. R. R. Co.*, 21 Neb., 371.

103. Defective Proceedings. Where proceedings to condemn real estate, instituted and carried through by a railroad company, are so defective as to be void for want of jurisdiction, such proceeding will afford no defense to an action of ejectment instituted by the land-owner to recover the possession of the land taken and occupied by the railroad for right of way purposes. *Id.*

104. Constitutional Law. The constitutional guaranty that "the property of no person shall be taken or damaged for public use without just compensation therefor," makes it incumbent upon a railroad company, or other governmental agency, exercising the right of eminent domain, to render such compensation before the right to appropriate the property will exist, and in case of failure to agree upon the damages accruing from the taking, the railroad company must proceed to condemn under the forms of law (unless such proceedings are instituted by the land-owner); and in case of failure so to do the possession of the real estate by the company for railroad or other purposes will be illegal, and ejectment may be maintained by the land owner. *Id.*

105. Withdrawal of Deposited Condemnation Money. Where a railroad company condemns private property to public use and deposits the condemnation money with the county judge of the proper county, in accordance with law, and takes possession of the condemned land, the subsequent withdrawal of the deposit from the county judge, for the reason that the proceedings were illegal, will be an abandonment of all right to claim the possession of the real estate under such proceedings. Cobb, J., dissents. *Id.*

106. Ejectment: PROPERTY CONDEMNED BY RAILROAD. In an action in ejectment against a railroad company for real estate occupied by it as a part of its right of way, the company claimed title to the property by reason of the statute of limitations. Within the ten years last preceding the commencement of the action the railroad company sought to condemn the property to its use under the provisions of the statute for the condemnation of real estate. These proceedings were instituted against the real owner by name, and the condemnation money deposited with the county judge for him. It was *Held*, That these proceedings amounted to a recognition of the ownership of the person against whom they were instituted, and would arrest the running of the statute, even though the proceedings were void for want of jurisdiction by reason of a failure to comply with the law in the publication of the notice. *Id.*

107. Railroads: DAMAGES FOR RIGHT OF WAY: APPEAL.

Under the statute, as it stood prior to March 31, 1887, in order to appeal from the assessment of damages which the owner of any real estate had sustained by the appropriation of his land to the use of any railroad corporation, it was only necessary to file in the office of the clerk of the district court of the proper county, within sixty days after the filing of the report containing the award of such damages with the county judge, a transcript of the condemnation proceedings upon which such award of damages was made. *N. & C. R. R. Co. v. Storer*, 22 Neb., 90.

108. A paper headed "Transcript," but consisting of a certified copy only of the report of the commissioners appointed by the county judge to assess the damages, etc., containing their assessment and award of damages, *Held*, Sufficient to give the appellate court jurisdiction of the cause. *Id.*

109. Railroads: RIGHT OF WAY. Under section 8, Art. XI. of the constitution, no foreign railroad corporation doing business in this state can exercise the right of eminent domain or have power to acquire right of way or real estate for depot or other uses unless it organize as a corporation under the laws of this state. *State, ex rel. B. & M. R. R. Co. et al., v. Scott et al.*, 22 Neb., 628.

110. The C., B. & Q. R. R. Co. and the L. & N. W. R. R. Co. were joined as relators in an application for mandamus to compel the proper authorities to condemn and convey certain lots belonging to the state. *Held*, That the C., B. & Q. R. R. Co., being a foreign corporation, was not entitled to the relief, and that as a foreign corporation is prohibited from acquiring a right of way or real estate for depot or other uses, therefore it cannot do indirectly what it is prohibited from doing directly. *Id.*

111. Eminent Domain: FOREIGN CORPORATION: CONSTITUTIONAL LAW. Under section 8 of article XI. of the constitution, no foreign railroad company doing business in this state can exercise the right of eminent domain or have power to acquire right of way over real estate for depot or other uses, unless organized as a corporation under the laws of this state. *State, ex rel. The B. & M. R. R. Co., v. Scott*, 22 Neb., 628. *Trester v. M. P. R. R. Co.*, 23 Neb., 242.

112. Jurisdiction of Court. Any proceedings instituted by a foreign railroad corporation to exercise the right of eminent domain, in the condemnation of real estate for the purpose of right of way, are void, and even if prosecuted to a termination can confer no rights to such real estate upon such corporation. In such case, as soon as it is made to appear that the corporation is not incorporated "pursuant to and in accordance with the laws of this state," it is the duty of the court wherein the proceeding is pending to dismiss the same for want of jurisdiction. *Id.*

113. Removal of Cause to U. S. Court: PRACTICE. A railroad company organized as a corporation under the laws of another state, but doing business in this state, sought to exercise the right of eminent domain in the condemnation of private property for the purpose of right of way, and filed with the county judge of the proper county a request for the appointment of appraisers to assess the damages to real estate resulting from the right of way thereon. Appraisers were appointed and the damages assessed. From this assessment the land-owner appealed to the district court. The railroad company appeared and presented its petition and affidavit showing that it was a foreign corporation, and asking a removal of the cause to the circuit court of the United States. An order was made removing the cause as prayed. Subsequently the land-owner appeared in the district court and filed his motion for a reinstatement of the cause, which motion was overruled. *Held.* 1. That as the railroad company had no authority under the constitution and laws of this state to take or acquire real estate for the purpose of right of way, the whole proceeding was void, and that neither the county judge nor the district court had any authority or jurisdiction to take any action in the matter. 2. That the order of the district court removing the cause to the circuit court of the United States was void, and conferred no jurisdiction on that court. 3. That the district court erred in not reinstating the cause and dismissing it for want of jurisdiction. *Id.*

114. Eminent Domain. The right of eminent domain gives the legislature the control of private property for public uses, and for public uses only, and in case of a railway this right is restricted to

"so much real estate as may be necessary for the location, construction, and convenient use of its road." *Forney v. F., E. & M. V. R. R. Co.*, 23 Neb., 465.

115. Condemnation for Railroad Purposes: BUILDING ON RIGHT OF WAY: AWARD: OPTION OF OWNER TO REMOVE. Where real estate is necessary for the location, construction, and convenient use of a railway, and there is a building on such real estate, and the commissioners, in making the award of damages in condemnation proceedings, find the value of the real estate without the building, and an additional sum with the building, and give the owner an option to take the value of the real estate and the building, or the value of the real estate with the right to remove the building, the owner cannot, after receiving compensation in full for the land and the building, sue the company for the value of the building, upon the ground that it had misappropriated it by selling it to other parties who had removed it from the right of way. *Id.*

116. Right of Railroad to Condemn Buildings. The right of a railway company to condemn buildings situated on real estate necessary for its use is an incident to its right to condemn, and the owner must be paid full value for the land and the building. *Id.*

117. Railroads: RIGHT OF WAY: PETITION TO CONDEMN. Where a railway company, in its petition to condemn real estate for right of way, sets forth the necessary facts to show that it is a corporation duly organized under the laws of this state, and there is no denial of that fact, the petition will be *prima facie* sufficient to authorize the company to condemn real estate without proof of its incorporation. *Clark v. C., K. & N. R. R. Co.*, 23 Neb., 613.

118. Railroads: EMINENT DOMAIN: AWARD: INTEREST. A railway company condemned certain real estate, and deposited the amount of the award with the county judge, and afterwards took an appeal from such award to the district court. After the case had been pending in the district court for more than a year, it filed a motion to dismiss the appeal, which motion was sustained. *Held*, That the motion to dismiss is equivalent to an admission of the correctness of the award, and as the company, by the appeal, has deprived the

land-owner of the use of the money, he is entitled to interest on the award. *Berggren v. F., E. & M. V. R. R. Co.*, 23 Neb., 620.

119. Appeal: PRACTICE. When a railway company appeals from an award of damages for real estate condemned for right of way, and becomes satisfied of the correctness of the award, and therefore does not desire to prosecute such appeal, and the proper motion is to affirm the award, as such motion, if sustained, will carry interest and costs. *Id.*

120. In the exercise of the right of eminent domain by a railroad company for right of way, depot and other grounds, under the statutes of this state, one appropriation does not exhaust its power, but new appropriations may be made, from time to time as the necessities of the road may require. *Deitrichs v. L. & N. W. R. R. Co.*, 13 Neb., 361.

121. Where one of the grounds upon which it was sought to enjoin the condemnation of land was that the company, in whose name the proceedings were conducted, had leased its road for a term of years not yet expired, *Held*, That the proceedings were properly taken in the name of such company. *Id.*

DELIVERY OF GOODS.

122. Railroads: DELIVERY OF GOODS. The common law rule requiring common carriers, by land, to make personal delivery to the consignee has been so far relaxed as regards railways, *from necessity*, as in most cases to substitute in place of personal delivery a delivery at the warehouse of the company. But this is upon the ground that a railway has no means of delivery beyond its own lines. *Vincent v. The Chicago & Alton Railroad Co.*, 49 Ill., 33. *State, ex rel. Mattoon, v. R. V. R. R. Co.*, 17 Neb., 647.

123. Warehouses and Depots must be Maintained. In consequence of such relaxation, and in consideration thereof, the correlative duty devolves upon railways as common carriers to furnish and maintain suitable warehouses or depots at all appropriate points on their lines for the receipt and discharge of passengers and freight. *Id.*

124. Railroad: FAILURE TO DELIVER GOODS. Upon the facts proved, *Held*, That the loss was not occasioned by the act of God, and that the plaintiff was liable for the loss. C., B. & Q. R. Co. v. Manning, 23 Neb., 552.

See Damages, paragraph 19. See Depot Grounds, paragraphs 125 to 127.

DEPOT GROUNDS.

125. Witness: OPINION. A witness not shown to have any knowledge in the matter of the construction or operation of railroads, is not competent to give an opinion as to the needs of a railroad company in respect to its depot or other grounds. Deitrichs v. L. & N. W. R. R. Co., 13 Neb., 361.

126. Railroad: GENERAL MANAGER: EMINENT DOMAIN. The decision of the general manager of a railroad company is *prima facie*, and in the absence of all evidence to the contrary, a just measure of what is essential to the convenient and proper conduct of its business, and sufficient to warrant the exercise of the power of eminent domain in its behalf. *Id.*

See also paragraphs 1 to 9 inclusive, and paragraph 11.

127. Railroads: DEPOT GROUNDS AND SIDE TRACKS. While land taken and appropriated for right of way and side tracks, otherwise than by the consent of the owner, cannot exceed two hundred feet in width, yet this does not prevent the company from purchasing, with the consent of the owner, all the land they may require for side tracks and depot grounds. B. & M. R. R. Co. v. Board Co. Coms., 7 Neb., 33.

DEMURRAGE.

128. Railroad: DEMURRAGE. A railroad is not entitled to charge demurrage for freight standing in its cars, unless by virtue of contract or statutory law, or possibly by such use and custom as may have acquired the force of law. B. & M. R. R. Co. v. Chicago Lumber Co., 15 Neb., 390.

129. Expense: UNLOADING FREIGHT. A railroad company cannot collect charges for unloading freight which it converts to its own use at the time of such unloading. *Id.*

130. Common Carrier: INCREASE OF CHARGES FOR TRANSPORTATION. A railroad company, as a common carrier, cannot legally increase the charges for transportation by wrongfully diverting freight from its proper course in transit. *Id.*

DISCRIMINATION.

131. Unjust Discrimination. The right to build and operate a railroad, and to charge and take tolls and fares, is a prerogative granted by the state. Public utility is the consideration for such grant. Although in the hands of a private corporation, it is still a sovereign franchise, and must be used and treated as such, it must be held in trust for the general good. In the use of such franchise all citizens have an equal interest and equal rights, and all must, under the same circumstances, be treated alike, without unjust discrimination against any. *State v. R. V. R. R. Co.*, 17 Neb., 648.

Also, see paragraphs 1 to 7 inclusive.

DONATION.

132. Submission to Vote of the People. Where the question of the issuing bonds to *any* railroad company was submitted to the people of a county, but without accompanying the same by a proposition to levy a tax to meet the liability incurred; *Held*, That bonds issued in pursuance of such vote were void. *Hamlin v. Meadville*, 6 Neb., 227.

133. Where a vote of the people of a county authorized the county commissioners to *subscribe* for stock in a railroad company, *Held*, That such authority did not empower the commissioners to *donate* the bonds of a county to a railroad company. *Id.*

134. Railroads: DONATIONS IN AID OF. Under our law, public donations to aid in the building of railroads can be made only by the people themselves, by means of an election properly called and held. *Spurek v. L. & N. W. R. R. Co.*, 14 Neb., 293.

135. The people cannot delegate to the county commissioners the authority to determine which of two companies shall be the recipient of aid voted. *Id.*

136. Municipal Corporation: AID TO INTERNAL IMPROVE-

MENTS. A city of the second class may make donations to railroads or other works of internal improvement in an amount in the aggregate not to exceed ten per cent of the assessed valuation, and bonds issued for water-works which the city owns, and for other city purposes, cannot be computed as a part of such ten per cent. *State v. Babcock*, 19 Neb., 223.

137. Certification. Bonds issued by a city as a donation to a railroad must have the certificate of the secretary and auditor of state indorsed thereon, and if such bonds do not have such certificate such officers will not be required to certify refunding bonds based on such prior bonds. *Id.*

138. Municipal Corporations: **AID TO INTERNAL IMPROVEMENTS.** A city has authority under the statute to donate one or more railroads or other works of internal improvements its bonds not to exceed in the aggregate ten per cent of the assessed valuation; and bonds issued for water-works owned by the city or other city purposes are not to be computed in making up the aggregate which the city may donate. *State v. Babcock*, 19 Neb., 230.

139. Statutory Authority. The authority for a city to issue bonds to aid in the construction of railroads or other works of internal improvement is expressly conferred by section 1, chapter 45, Compiled Statutes. *Id.*

140. Internal Improvements: **PROPOSITION TO VOTE BONDS.** A proposition submitted to the voters of a county in which it is proposed to vote the bonds of such county to a railroad company must designate the donee. A proposition in the alternative, to issue to a certain corporation named or to another designated corporation is ineffectual to authorize the issuing of bonds, even if adopted by the legal voters. *State v. Roggen*, 22 Neb., 118.

141. Certificate of Bonds: Bonds issued by a county as a donation to a railroad company are invalid unless they have endorsed thereon a certificate, signed by the secretary and auditor of state, showing that they were issued pursuant to law. *Id.*

142. Precinct Bonds. The limitation on Section 2, Art. XII., of the constitution, prohibiting counties, except on a two-thirds

vote, from issuing bonds in excess of ten per cent of the valuation, does not prohibit a precinct from issuing its bonds in addition to the amount which may be issued by the county. *State v. Lancaster County*, 6 Neb., 214.

143. Capitol precinct, at an election held on the 16th day of October, 1875, voted bonds to the A. & N. R. R. Co. to aid in an extension of its line. The bonds were to be placed in the hands of a trustee until the company had so far completed its road as to be entitled to them. The company immediately made a preliminary survey of its line, and the same was completed prior to November 1, 1875. *Held*, That the right of the company to the bonds in question had become vested, at the time the constitution of 1875 took effect, to such an extent that the company could require the bonds to be issued as provided in the proposition, and placed in the hands of the trustee to await the final action of the company. *Id.*

144. Internal Improvements: DONATIONS OF COUNTY. In this case, *Held*, That in ascertaining the amount of donations already made by a county, including its subdivisions, to railroads or other works of internal improvement, for the purpose of seeing whether another proposed donation aggregated with those already made would be within the statutory and constitutional limit of ten per cent of the assessed valuation of the county, unpaid interest due on such previous donations should not be considered. *Jones v. Hurlburt*, 13 Neb., 125.

145. Proposition for Submission of Question to Vote. The proposition submitted to the legal voters of Seward county for the issuance and donation of \$36,000 of its bonds to aid in the construction of the railroad named therein, contained the following provision: "Provided said county commissioners shall be authorized by a two-thirds vote of the legal voters of said county of Seward to issue and give thirty-six thousand dollars of Seward county bonds to aid the construction of said line of railroad, and be also authorized by a two-thirds vote of the legal voters of the precincts through which said line of railroad shall be located, to issue and give thirty-nine thousand dollars to aid the construction of said line of railroad,

which amount of precinct bonds shall be made up as follows: 'P' precinct, three thousand dollars," etc. *Held*, To vitiate the election, and the issuance and delivery of the bonds voted thereon enjoined. *Id*.

146. Proposition to several precincts of S. county in the following form: "Shall the county commissioners of the said county of S. be authorized to issue and give to the Lincoln & Northwestern Railroad Company, or the Blue Valley Railroad Company, six thousand dollars of the bonds of said C precinct, * * * said bonds to be issued and delivered to either of said railroad companies upon the following conditions and none other: That said railroad companies, or either of them, shall construct a line of railroad from some point on the east or south line of S. county, running thence west or north through said S. county to a point on the valley of the Blue river within the distance of one-half mile of the town of M.; thence north-west along the Blue valley to the north line of S. county," etc. The election, *Held*, Ineffectual to pass title to the bonds, and their delivery enjoined. *Id*.

147. The proposition submitted to the legal voters of I precinct was open to none of the above objections, and the company therein named constructed the road therein described, in strict conformity to the said proposition, which was carried by the requisite majority. But before the issuance of the bonds the members of the board of county commissioners, becoming apprehensive that they might be enjoined, but before any writ had been served or issued, and without knowledge or information on the part of any of them, or of the railroad company that an injunction had been allowed, went to an adjoining county, taking with them a deputy clerk and the county seal, where said bonds were signed by the chairman and the impress of the seal placed thereon. Upon said commissioners returning to S. county, and before the delivery of the bonds to the railroad company, an injunction was served on them. *Held*, That said I precinct bonds should be delivered to the railroad company. *Id*.

148. Precinct Bonds. A proposition for precinct bonds to a railroad company provided that they should be issued "when said

road shall be graded, tied, and ironed, and completely ready for the running of trains, and trains running thereon, etc., on or before the first day of January, 1880," *Held*, That the company, on compliance with these conditions within the time specified, was entitled to the bonds. *Townsend v. Lamb*, 14 Neb., 324.

149. The provisions of the constitution, that "the state shall never contract any debt for works of internal improvement, or be a party in carrying on such works," and that the debts of the state "shall never in the aggregate exceed fifty thousand dollars," refer to the state alone, and not to the municipal corporations. *Hallenbeck v. Hahn*, 2 Neb., 377.

150. Municipal Aid to Railroads. The act of the legislature of February 15, 1869, authorizing any county or city of this state to issue bonds to aid the construction of railroads, does not conflict with the provisions of the bill of rights, that "the property of no person shall be taken for public use without just compensation therefor." *Id.*

EVIDENCE.

See paragraphs 35, 50, 52, 64, 67, 68, 79, 80, 86, 87, and 165.

FENCING.

151. Railroad Companies Required to Fence Track. By the law of this state railroad companies are required to fence their track against stock running at large, and failing to do so, are liable to the owner of any that may be killed or injured in consequence of the omission. *F., E. & M. V. R. R. Co. v. Lamb*, 11 Neb., 592.

See also paragraphs 27, 28, 29, 30, 31, 32, and 33.

INSTRUCTIONS.

152. Gross Negligence. In such action an instruction that "The running of a train past, or through the streets of a city at a speed of eighteen miles an hour, would be gross negligence," there being no evidence as to the character of the particular locality distinguishing it as an inhabited or business portion of the city, *Held*, *Erroneous*. *B. & M. R. R. Co. v. Wendt*, 12 Neb., 76.

153. When for want of evidence of gross negligence there can be no recovery, the jury should be so told, if requested, or a non-suit ordered. *Id.*

153½. The instructions copied at length in the opinion, *Held*, To present the case fairly to the jury. *R. V. R. R. Co. v. Linn*, 15 Neb., 234.

154. Railroads: DAMAGES BY EXPLOSION: NEGLIGENCE. An instruction as follows: "Before plaintiff can recover you must be satisfied by a preponderance of evidence that the defendant owned and was operating the locomotive boiler and engine thereto attached at the time of the alleged explosion; that there was an explosion of said boiler by reason of negligence on the part of the defendant, and that this plaintiff was damaged by reason of said explosion," *Held*, Not erroneous when taken in connection with other instructions given to the jury. *S. C. & P. R. R. Co. v. Finlayson*, 16 Neb., 578.

155. Instructions: ERROR NOT PREJUDICIAL. The following instruction was given to the jury: "If the engine furnished by defendant for the use of the plaintiff in its service had been in service as long as it could with safety be used without examination and overhauling, and defects existed in the boiler, which could have been ascertained by the exercise of reasonable and ordinary care and prudence, it was the duty of the defendant to have ascertained and remedied such defects, instead of suffering the plaintiff to be exposed to the peril of an explosion, and if the defendant failed to perform such duty it is liable to the plaintiff for the damages which are the direct result of such failure, unless the plaintiff contributed thereto by negligence on his part." *Held*, That the words, "instead of suffering the plaintiff to be exposed to the peril of explosion," while quite unnecessary, were not prejudicial. *Id.*

156. Notice to Agents. The following instruction was given to the jury on the trial: "Even if the agents of the defendant who had charge of the engines on defendant's road and the duty of their repair did not positively know that the engine was unsafe, yet if it was in fact unsafe and they had received such reports in regard to it as ought to have put them on their guard and to have led by the use of proper

diligence to knowledge of the facts, the defendant must be held to the same liability as if their agents had actual knowledge. *Held*, Not erroneous as not designating particularly the agents by whose knowledge the defendant would be held liable, as, when applied to the evidence, there could be no mistake as to the agents referred to. *Id*.

157. Instructions set out in the opinion, *Held*, Properly given. *S. C. & P. R. R. Co. v. Smith*, 22 Neb., 775.

See also paragraph 43.

LAND GRANTS.

158. Grants. When the right to property is vested by grant for a particular purpose, by legislative authority or otherwise, the legislature cannot vest it for another. If the legislature declares the purpose to which the subject-matter of the grant shall be applied, its power over it is exhausted, and it cannot by legislative grant be appropriated for another and different purpose, except in case of a grant with conditions subsequent, where there is a clear forfeiture, by the grantee of the conditions annexed to the grant. *Koenig v. O. & N. W. R. R. Co.*, 3 Neb., 373.

159. Constitutional Law: STATUTES CONSTRUED. The act of the legislature of Nebraska, approved February 15, 1869, donating to railroad companies which should comply with its conditions, the lands donated to the state by the United States, for works of internal improvement, is a *contract* between the state and the railroad companies which have accepted the grant of lands contained in that act; and the act of the legislature, approved March 1, 1871, which undertakes to dispose of a portion of the same lands for the purpose of building highway bridges across the Platte river, impairs the obligations of the contract between the state and the railroad companies above cited, and is unconstitutional and void. *Id*.

160. State Grant of Lands to Railroad Company. Where a railroad company has received a grant of land from the state, upon condition that it would build a railroad from one town to another, it has no authority whatever afterwards to abandon any portion of such line and take up and remove the track. The unprofitableness of operating the road furnishes no excuse whatever for a failure to com-

ply with the conditions of the grant. *State v. S. C. & P. R. R. Co.*, 7 Neb., 357.

161. Duty of the Company. A railroad company in accepting a grant from the state, thereby enters into a contract with the state, to build and maintain its line, and operate the same, and the state may enforce the contract by mandamus or other appropriate proceeding. *Id.*

162. Railroad Land Grant: WHEN IT BECAME EFFECTIVE AGAINST ADVERSE CLAIMANTS. The grant of lands to the Burlington and Missouri River Railroad Company was of a present interest, and effective against adverse claimants as to all of the odd numbered sections not excepted in the grant, on each side, and within twenty miles of the line of the road, immediately upon and from its definite location upon the ground, which was done June 15, 1865. As to such lands, no specific selection by numbers was necessary to the perfection of the company's right. *Vance v. B. & M. R. R. Co.*, 12 Neb., 285.

See also paragraphs 63 and 83.

LIABILITY.

See paragraphs 20 to 124 inclusive.

163. A railroad company is not liable for an injury sustained while its road is being built and operated by contractors who own the cars and engines by which the injury is committed, and of which the company had, at the time, no control. *Meyer v. M. P. R. R. Co.*, 2 Neb., 320. See also *Hitte v. R. V. R. R. Co.*, 19 Neb., 620.

164. Common Carriers: THEIR LIABILITY. Common carriers of passengers are liable *only* where the injury has arisen from their own neglect. And while it is a general rule that, if they are in the least degree negligent, they are liable, yet only for such damages as are the natural and direct result of the act complained of. *McClary v. S. C. & P. R. R. Co.*, 3 Neb., 44.

165. Thus, where a train of cars was running three-quarters of an hour behind the usual, ordinary, and advertised time for the running of trains upon the road of a carrier, and was upset by a sudden gust of wind which crossed the track, but not that portion of the track where the train would have been if running on time, whereby a

passenger was injured, *Held*, That the injury complained of was not the natural result of the train being behind time, and that the damages sustained were too remote to entitle a recovery against the carrier. *Id.*

MUNICIPAL AID TO RAILROADS.

See paragraphs 182 to 150 inclusive.

NEGLIGENCE.

166. Railroads: NEGLIGENCE. The speed with which railroad cars are run in a city or village must be regulated with due regard to the safety of the inhabitants and passengers, and to all the circumstances. A reasonable speed in the open country is not reasonable in a thickly settled town. *Meyer v. M. P. R. R. Co.*, 2 Neb., 319.

167. But a railroad company is not liable for an injury when its negligence only remotely contributed thereto. *Id.*

168. And if due diligence be exercised in running the train across a street in a city, the company is not liable, simply because it was running there, for an injury to a child which suddenly placed itself on the track in front of the cars. *Id.*

169. It is not the duty of an engineer of a train of railroad cars, whenever he sees a child of tender years running towards it, to slacken his speed lest the child stop in front of the train, and suffer injury. The relative positions of the child and the train are to be taken account of by the engineer, and he must exercise the judgment of a prudent person, having due regard to all the circumstances and to the safety of his passengers. *Id.*

170. Railroads: NEGLIGENCE. It is not negligence for a railroad company to dig and leave open a ditch across its track, two feet wide and eight inches deep, to carry off the surface water. *Same v. Same*, 2 Neb., 320.

172. Railroads: NEGLIGENCE DURING CONSTRUCTION. A railroad company which has entered into an agreement with a contractor to build a portion of its railroad, and whose locomotives, cars, etc., used in such construction are run exclusively under the direction and control of the contractor, will not be liable for damages occasioned

prior to the completion of the road by reason of the negligence of the persons running such locomotives and cars. *Hitte v. R. V. R. R. Co.*, 19 Neb., 620.

173. Railroads: NEGLIGENCE. A petition charged that in attempting to cross a railroad track, on depot grounds of defendant, the horse which plaintiff was driving became frightened at an "arrangement and scarecrow, caused by the placing of cars and other implements" near the crossing, in such a manner as to present a "horrid and frightful appearance," whereby plaintiff was thrown from his buggy and injured. *Held*, That the facts stated were insufficient to constitute a cause of action against the company. *A. & N. R. R. Co. v. Loree*, 4 Neb., 446.

174. Where it appeared in evidence that the public highway was rendered unsafe for travel by reason of a ditch dug across it by the company, and plaintiff drove up to a crossing on the depot grounds of defendant, near which lay a hand car bottom upwards, and another car loaded with wood extended partly over the crossing, but left sufficient room to pass, and plaintiff's horse shied at these cars, whereby plaintiff was thrown from his buggy and injured, it was *Held*, That the company was not guilty of negligence in such an arrangement of its cars, and that a motion for a non-suit should have been sustained, or the jury directed to return a verdict for the company. *Id.*

175. Negligence: EVIDENCE. In an action to recover damages for the killing of an animal by a train of cars upon a railroad track the mere fact of killing was properly held to be no evidence of negligence on the part of those in charge of the train. *B. & M. R. R. Co. v. Wendt*, 12 Neb., 76.

176. Railroads: INJURY TO EMPLOYEE. The foreman of a company of men engaged in the business of repairing bridges, water-tanks, and telegraph lines on a line of railway, who has power to control and direct the movements of his men, will render the company liable for acts of negligence committed by him in the course of his employment, whereby one of the men under his control, without his fault, is injured. *S. C. & P. R. R. Co. v. Smith*, 22 Neb., 775.

177. Negligence of Foreman. A company of men under the control of a foreman engaged in the business of repairing bridges, water-tanks, and telegraph lines along a line of railroad, in going to and from their labor on a hand car on such railway, are under the control of such foreman, and his principal is liable for his negligence occurring in the course of his employment. *Id.*

See also paragraphs 20, 21, 22, 24, 27, 28, 31, 35, 36, 37, 39, 44, and 152.

178. Railroads: NEGLIGENCE IN NOT GIVING SIGNALS. The failure of servants of a railroad company to give the statutory signals at a crossing when running at a high rate of speed and not upon the regular time for the train, are to be considered in deciding whether such company was guilty of negligence, and whether a person injured at the crossing used due care in attempting to cross. *O., N. & B. H. R. R. Co. v. O'Donnell*, 22 Neb., 476.

179. Negligence in Crossing: QUESTION FOR JURY. The question as to whether a person injured by a passing train at a railroad crossing was guilty of negligence in attempting to cross is usually a question of fact to be decided upon all the circumstances of the case as shown by the evidence. *Id.*

See also paragraphs 20, 21, 22, 24, 27, 28, 31, 35, 36, 37, 39, 44, 152, 153, and 154.

PARTNERSHIP.

180. Partnership: RAILROAD CORPORATION: OFFICERS. L. was president of the B., Ft. K. & P. R. R. Co. from 1869 to October, 1875, and in 1871 became a member of a construction company to complete the road, the construction company to take all the assets, assume the debts, and pay all claims and expenses of the corporation. In 1875 the B., Ft. K. & P. R. R. Co. was merged in the Nebraska Railway Co. In an action by L. against the latter company for the *value* of services performed by him as president of the B., Ft. K. & P. R. R. Co. from 1871 to 1875 in procuring the right of way and promoting the interests of the corporation, *Held*, That he could not recover, he as a member of the construction company having assumed to pay for such services. *N. R. Co. v. Lett*, 8 Neb., 251.

RAILROAD COMMISSION.

181. Power of Railroad Commission. The act of the legislature creating the railway commission, which took effect June 6, 1885, gives such commission general supervision of all railroads operated by steam in this state, and requires them, among other things, upon a proper complaint being filed, to investigate the necessity for any addition or change of station houses or stations. A party, therefore, who requires the change, addition, or erection of a station must secure the action of the commission before this court will grant a mandamus to compel a location. The case of *State v. R. V. R. R. Co.*, 17 Neb., 647, was instituted before the act creating the railroad commission took effect. *State v. C., St. P., M. & O. Ry. Co.*, 19 Neb., 476.

See also paragraph 11.

RATES, FARES, AND CHARGES.

See paragraphs 1 to 9 inclusive.

RULES.

See paragraphs 16, 17, 187, and 188.

SALE.

182. Corporations: POWERS. Under the laws of this state, a corporation organized for the purpose of building a railroad has no power to sell or dispose of its property or franchises until its road has been constructed. *Clarke v. O. & S. W. R. R. Co.*, 4 Neb., 458.

183. Railroads: CONSTRUCTION OF STATUTE. The power and franchise of the plaintiff in error to take by purchase, own and operate the railroad in question is derived from the provisions of the act of March 1, 1881, entitled, "An act authorizing the sale and purchase of railroads in certain cases," (Compiled Stat., Ch. 72, Art. IV.) and the plaintiff in error is bound by the provisions of said act. *C., St. P., M. & O. R. R. Co. v. Lundstrom*, 16 Neb., 254.

184. Liability of Railroad Company. The word indebtedness, as used in the first section of the act above referred to, was intended to and does mean and embrace all debts and demands

against the selling company or railroad upon which a suit could be maintained either at law or in equity. Id.

SERVICE OF SUMMONS UPON RAILROAD.

185. Service of Summons on an Agent of a Corporation.

An agent invested with the general conduct and control, at a particular place, of the business of a corporation, is a managing agent, within the 75th section of the code, upon whom a summons may be served. It is immaterial where he resides. *Porter v. C. & N. W. R. R. Co.*, 1 Neb., 14.

186. Summons: SERVICE ON CORPORATION. Under section 912 of the civil code, a summons against a corporation may be served upon its chief officer, if he be found in the county; if not so found, then upon its cashier, treasurer, secretary, clerk, or managing agent; or if none of these can be found, by copy left at the office or usual place of business of such corporation, with the person having charge thereof. This, as well as section 914, applies to foreign corporations, except where there are special provisions to the contrary. *C., B. & Q. R. R. Co. v. Manning*, 28 Neb., 552.

STOPPING OF TRAINS.

187. Railroad Company: REGULATION CONCERNING THE CARRYING OF PASSENGERS ON FREIGHT TRAINS. A railroad company has the power to make, and in a reasonable manner to enforce, a rule or regulation to carry passengers on its freight trains, either not at all, or only upon the condition that they provide themselves with tickets. *B. & M. R. R. Co. v. Rose*, 11 Neb., 177.

188. Enforcement of Such Regulation: NOTICE. In the enforcement of such regulation previous notice thereof must be given. It is not, however, required of a railroad company to bring home to a passenger actual notice of the regulation before the train leaves the station where he entered the car, to justify his expulsion therefrom for want of a ticket, at any other than a regular stopping place. All that is required is, that a suitable general notice to the public be given for such length of time before the regulation is put into operation as

to make it reasonably certain that all passengers in the exercise of due diligence must become aware of its existence. And the right of expulsion for non-compliance with such regulation by a passenger may be exercised after leaving the station, at any suitable place, under all the circumstances of the particular case. *Id.*

STOCK.

189. Railroad: SUBSCRIPTION TO STOCK. Plaintiff entered into a contract with several parties whereby he agreed in consideration of \$10,000 to assign and transfer the rights and franchises of two projected railroad lines, of which he was president, and upon the organization of the new company to take four-tenths of its capital stock and to pay on the first assessment \$20,000, the other parties to take balance of stock and pay \$30,000. A new company was organized, including among its members the plaintiff and three other parties to the agreement. Articles of incorporation were adopted, and preliminary business transacted. At this organization plaintiff made no mention of said contract, did not ask its adoption or ratification by the new company, or that it be made the basis of a contract between them. At a subsequent opening of subscription books, plaintiff subscribed for 200 shares of stock amounting to \$20,000, to be paid for in cash. He paid \$10,000, receiving certificates of stock for that amount, and brought suit for the balance subscribed, claiming to have paid therefor by a transfer of the franchises of his two companies, mentioned in said contract. *Held*, That the contract was illegal and void, and even if binding on the parties to it, under the evidence adduced, it did not become a contract between the plaintiff and the new company, and he was not thereby entitled to any credit on his stock account by virtue thereof. *Clarke v. O. & S. W. R. R. Co.*, 4 Neb., 458.

190. Estoppel: BY ACTS IN PAIS. Where a stockholder in a railroad corporation has signed a contract disposing of its assets, knowing its contents, and voting at meetings of the company to carry it into effect, he cannot afterwards repudiate it, or question the *bona fides* of the transaction, no fraud being shown. *Id.*

STOCKHOLDER.

191. Railroad Companies: LIABILITY OF STOCKHOLDERS.

In this state, where the amount due from each stockholder in a railroad corporation, on account of subscriptions to its capital stock, equals or exceeds the demand of a creditor of such corporation, a joint judgment therefor may be rendered against all of said stockholders. The stockholders in such case are treated as partners. *White v. Blum et al.*, 4 Neb., 555.

192. Construction of Statute. The subdivision of the general incorporation law, entitled "Corporations," applies to railroad companies organized under said law, and a failure to comply with its provisions renders the stockholders individually liable for the corporate debts. *Id.*

STOPPAGE IN TRANSITU.

193. Stoppage in Transitu. The right of *stoppage in transitu* may be asserted by the vendor of goods at any time before their delivery to the vendee by the carrier. But if the goods are by the vendee sold to a third party, in good faith, for value, and they are by the carrier delivered to the vendee, who delivers them to his vendee, the lien of the consignor is lost, and he cannot retake the goods in the possession of such vendee of his vendee. *U. S. Wind Eng. & Pump Co. v. Oliver*, 16 Neb., 612.

STATUTES CONSTRUED.

See paragraphs 33, 34, 159, 192, and 94.

TAXATION.

194. Taxation: RAILROAD PROPERTY. It is the duty of the proper officers of a railroad company, whose road is situated in more than one county, to list under oath, for assessment and taxation, the road-bed, superstructure, right of way, rolling stock, side tracks, telegraph lines, furniture and fixtures, and personal property belonging to such corporation, and transmit the same to the state auditor, on or before the first day of March in each year. *B. & M. R. R. Co. v. Board of Co. Commissioners*, 7 Neb., 33.

195. All other property of a railroad company is to be assessed by the assessor of the city, ward, or precinct in which it is situated, in the same manner as is provided for the assessment of real estate, but land used for necessary side tracks is not subject to such assessment. Id.

196. Railroad: TAXES. It being the duty of the state auditor under the provisions of section 39 of chapter 77, Compiled Statutes, in case of any railroad company in this state whose property is situated in more than one county, failing to list its property to him for taxation, as therein provided, by the third day of March of each year, to proceed to obtain the facts and information necessary to such taxation, in any manner that may appear most likely to secure the same correctly, it will be presumed, in the absence of proof, that the property of such company lawfully taxable by the state board of equalization was, for the year or years in question, properly taxed by the state board. *B. & M. R. R. Co. v. Board of Co. Commissioners*, 15 Neb., 251.

197. The property of a railroad company which should properly be assessed by the state board of equalization, is not rendered assessable by the precinct assessor, nor taxable by the county board, by reason of the failure of the officers of the railroad company to list the same to the state auditor, or of the state board of equalization to assess the same. Id.

198. Depot and depot grounds of a railroad actually used by the company in the operation of such railroad, or kept for the use thereof in the transaction of such increased business as may be reasonably anticipated in the near future, is taxable only as adding value to the mileage of the main line and side track of such railroad, under the provisions of chapter 77, Compiled Statutes, entitled Revenue. Id.

199. Revenue in Unorganized Counties. Brown county was created in March, 1883, being attached to Holt county under the general statute for election, judicial, and revenue purposes. In June, 1883, the county commissioners of Holt county, levied state, county, and school taxes upon the property in Brown county. In July, 1883, an election was held for county officers, and officers elected,

who qualified and entered upon the duties of their office. In April, 1884, the F., E. & Mo. V. Ry. Co. paid to the treasurer of Holt county the taxes levied by the county commissioners of that county on the railroad in Brown county. *Held*, That the taxes should have been paid to the treasurer of Brown county. F., E. & M. V. R. R. Co. v. Staley, 18 Neb., 516.

TICKETS.

200. Railroads: LAND EXPLORING TICKETS. G., a resident of Lincoln, Neb., purchased in Chicago, Ill., a land exploring ticket with coupons attached, to Lincoln and return, of an agent of the B. & M. R. R. in Nebraska, for \$23.75, the regular fare to Lincoln being \$18.75. The ticket contained provisions that it was to be used only by the purchaser, who was to sign his name to the same *when-ever requested* to do so by the conductor of a train. *Held*, 1. That a resident of this state, if he made no misrepresentations in purchasing the same, could purchase and use such ticket, but no one but the purchaser could use it; 2. That possession of the ticket was *prima facie* evidence of ownership, and that the failure of the plaintiff to sign his name to the contract on the ticket, there being no evidence that he had been requested to do so, did not invalidate the ticket, as the signature was merely a mode of identifying the purchaser; 3. That the rules and regulations of the company could not be pleaded as an excuse for not performing an express contract; that even if the ticket was obtained by false representations, the contract was voidable, not void, and the company could not retain the excess over regular fare, and refuse to perform the contract; nor would the failure of the agent to require the purchaser to sign the contract invalidate the ticket, notwithstanding their rules, if the company retained the consideration. *Gregory v. B. & M. R. R. Co.*, 10 Neb., 250.

201. Railroads: SELLING TICKETS AT REDUCED RATES. A regulation of a railroad company providing for the sale of tickets at a reduced rate upon condition that they be used only by the persons purchasing the same is reasonable and proper, and a third party cannot by purchasing such ticket acquire the right to travel on the same. A party holding such a ticket who refused to pay his fare and was

expelled from the cars cannot recover damages therefor. *Post v. C. & N. W. R. R. Co.*, 14 Neb., 110.

202. Non-transferable Tickets. Where a non-transferable ticket contained a condition that "I, failing to comply with this agreement, either of the companies may refuse to accept this ticket," *Held*, That this did not give the conductor the right to take it up, but merely to refuse to receive it. *Id.*

203. Damages. The measure of damages in such case would not exceed the value of a ticket of the same class between the points named. *Id.*

TRIAL.

204. Trial: PHYSICAL EXAMINATION OF PLAINTIFF SUING FOR INJURIES. It is not error for the court during the progress of a trial to refuse to order the plaintiff, who sues for injuries to his person, to submit to an examination of his person by physicians who are witnesses for the defendant, in the absence of any showing whatever that justice would be promoted thereby, and especially so when the plaintiff submits to an examination by such witnesses in the presence of the jury. *S. C. & P. R. R. Co. v. Finlayson*, 16 Neb., 580.

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